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Dollar on Demand:—1/35d.

Library, Supreme Court Time:—7.07 p.m.

High Water:—11.20 p.m.

Low Water:—4.39 p.m.



Local Branch. Pedder Building.
Tel. 24554

ITALIAN QUAKE CASUALTIES.

LATEST REPORT SAYS
1,883 DEAD.

CONFLICTING REPORTS NOW
EXPLAINED.

BIG RELIEF PROBLEM.

Naples, July 25.

The conflicting figures regarding the earthquake casualties, in which connexion the latest official returns say that 1,883 were killed, are explained by the number of dead who cannot be identified, and also by the number missing, some of whom may be either refugees or among the dead.

Numerous casualties were caused by the practice of Mediterranean peoples of placing large stones on the roofs of their houses to prevent fierce gales from carrying off the tiles.

These heavy stones, when the earthquake rocked the buildings, made the roofs crash in, burying the occupants.—*Reuter.*

Re-Housing Problem.

Benevento, July 25.
Thousands of homeless people are camping throughout the countryside, many clad only in their night attire. The problem of re-housing these people is a most formidable one.—*Reuter.*

Vatican City, July 25.
His Holiness the Pope is most distressed at the earthquake havoc, and is being hourly informed of the relief measures which are being undertaken.—*Reuter.*

Villages Destroyed.

Rome, July 25.
As far as is at present ascertainable, twenty-five villages have either been destroyed or badly damaged by the earthquake, of which nine are in the Province of Avellino. The houses destroyed were not, generally speaking, of great value.—*Reuter.*

A Further Shock.

Rome, July 25.
A further shock at Ariano caused only one death, but it has renewed the state of panic and accentuated the tremendous relief problem. The populace is disregarding Mussolini's edict against making charitable contributions. Offerings are steadily pouring in at the Prime Minister's office, and these have already reached over a million lire.—*Reuter.*

King George's Sympathy.

London, July 25.
King George has sent the following telegram to King Victor Emmanuel:—"I grieve to learn of the terrible earthquake in Southern Italy, resulting in serious loss of life and property, and I deeply sympathise with you and your people in this calamity."
King Victor, in reply, expressed gratitude for the message.—*British Wireless.*

Visit by the King.

Naples, July 25.
The news that King Victor Emmanuel's special train had entered the earthquake zone this morning sprang like wildfire, despite the destruction of communication. The victims passing on the words "The King is coming."
There were very touching scenes of loyalty. For example, in many cases the red, white and green flag of Italy was improvised from coloured rags and hoisted on tents and huts where the sufferers are camping. The words "live the King" were written on the walls of huts and ruined houses in red dye extracted from crimson flowers.—*Reuter.*

Destruction at Villa Nova.

Villa Nova, July 25.
Altogether 250 bodies have already been taken from the ruins at Villa Nova. Over five hundred are injured. In the course of a 250 mile drive through the devastated area a correspondent saw village after village wholly or partly destroyed and the worst spectacle was at Villa Nova, where nearly every house was demolished. Shops, the palace of the Marquis de Villa Nova and the Church, were in ruins.
All survivors supplied with rations are camped in fields and soldiers are guarding the town, allowing no one to enter. Similar (Continued on Page 12.)

THE DAVIS CUP FINAL.

AMERICA & FRANCE EACH
WIN EVENT.

COCHET DEFEATS LOTT

Paris, July 25.

As a result of the first day's play in the challenge round of the Davis Cup Competition, the United States and France are level, each having won a singles.

The match between Tilden and Borotra resulted in a win for the former by three sets to one, the scores being 2/6, 7/5, 6/4, 7/5.

The Auteuil Stadium was packed when Tilden and Borotra began their match. The Frenchman played at the top of his form in the first set, but the American asserted his definite superiority thereafter, wearing down his opponent with his famous cannonballs, until the fourth set, in which Borotra, although almost collapsing, levelled up from 1/4 to 5/5.

The Frenchman heroically stood up against the terrific drives, smashes and services of Tilden, but he had to concede the next two games and match.

Cochet Beats Lott.

France turned the tables in the next match, when Cochet beat Lott in straight sets, the scores being 6/4, 6/2, 6/2. Cochet's usual nonchalance caused misgivings among his supporters. He allowed Lott to lead by 4/3, in the first set, but the Frenchman's superb placing enabled him to take the lead at 5/4. Lott, by double-faulting, threw away the set after he had forced duce in the next game.

The American was no match for Cochet's beautiful drives and half-volleys in the second and third sets.—*Reuter.*

AIR RACE ROUND EUROPE.

BRITISH ENTRANTS STILL IN
THE LEAD.

London, July 25.

Captain Broad, one of the British competitors, was the first to arrive at Vienna in the round Europe air race. Mr. Alan Butler, also in a Gipsy Moth, flew in a few minutes afterwards and he was followed by Mr. Thorn, half an hour later in his Gipsy Moth machine.

These three are still the leaders in the race. The other competitors have been held up at Pau since July 23 through bad weather, the conditions, including heavy rain, having made the contest extremely difficult.

It is pointed out, however, that speed only counts 200 out of the 500 points awarded in the contest which is largely a reliability test.—*Reuter and British Wireless.*

PRINCE ABANDONS AIR TRIP.

RETURNS AFTER GETTING
HALFWAY.

London, July 25.

H.R.H. the Prince of Wales left London to-day to fly to Carnarvon, to open the Royal Welsh Agricultural Show.
The visibility and other conditions were so bad that a landing was made in Birmingham, about halfway. After waiting two hours for conditions to clear, the Prince, on the insistent advice of the Air Ministry, abandoned hope of proceeding further and returned to London.

The Prince had never had to postpone or abandon an air journey before this week.—*British Wireless.*

NATIONAL GALLERY TRUSTEE.

PRINCE OF WALES ACCEPTS
APPOINTMENT.

London, July 25.

H.R.H. the Prince of Wales has accepted the invitation of the Lords of the Treasury to become one of the Trustees of the National Gallery, in succession to Sir Herbert Cook, whose term has expired.—*British Wireless.*

TEST MATCH SCORE.

AUSTRALIANS 275
FOR SEVEN.

BRADMAN CAUGHT

London, July 25.

The new bowlers introduced into the English team for the Fourth Test Match which started at Manchester to-day kept the Australian scoring down and assisted considerably in the capture of seven wickets. At the close of play to-day, the Australians had made 275 for seven wickets, the detailed score being as follows:

AUSTRALIA. 1st INNINGS.

W. M. Woodfull, st Duckworth, b Tate	54
W. H. Ponsford, b Hammond	83
D. Bradman, c Dulepsinhji, b Peebles	14
A. F. Kippax, c Chapman, b Nichols	51
V. Y. Richardson, b Hammond	1
S. J. McCabe, l.b.w. b Peebles	4
W. A. Oldfield, b Nichols	2
A. Fairfax, not out	21
C. V. Grimmett not out	21
Extras	24
Total (7 wickets)	275

Fall of Wickets.

1 for 106 (Woodfull); 2 for 138 (Bradman); 3 for 184 (Ponsford); 4 for 189 (McCabe); 5 for 190 (Richardson); 6 for 239 (Kippax); 7 for 243 (Oldfield).

Before the match started it was announced that Goddard would be played in the English team instead of Robins, the side being: Chapman, Dulepsinhji, Goddard, Peebles, Hobbs, Sutcliffe, Hammond, Tate, Leyland, Duckworth and Nichols.

The Australian team was announced as follows:

Woodfull, Ponsford, Bradman, Kippax, Oldfield, Grimmett, Richardson, Wall, Hornibrook, McCabe and Fairfax.

Woodfull Wins Toss.

Australia won the toss and Woodfull elected to bat before a crowd of 20,000 in sunny weather. There had been no rain for twenty-four hours and the wicket had recovered from the drizzling it had received earlier. Woodfull and Ponsford opened for Australia and Chapman called upon Tate and Nichols to open England's attack. The latter, finding no foothold at his bowling end, requisitioned sawdust.

The state of the wicket kept scoring at a very slow pace. Woodfull and Ponsford put up a stolid defence and took no risks. The 50 went up in 85 minutes and it was 70 minutes before the first boundary hit was recorded.

Steady batting was maintained and the first change in the bowling was when Goddard came on. His spinners were respected but Woodfull and Ponsford were still together at the lunch interval when the score was 75 for nil, the captain being 37 and Ponsford 30. Up to this time there had been eight extras.

Bradman Caught.

Five wickets fell, however, before tea-time in 205 minutes. Tate separated the opening pair when from one of his fast ones Woodfull was taken behind the stumps by Duckworth. Bradman came out to join Ponsford who was still scoring nicely, but the wizard of the team did not stay very long.

The Scotsman, Peebles, who was included specially to get out Bradman managed to do the trick. He got him caught at the slips by Dulepsinhji and Chapman, the English skipper, was so pleased that he embraced Dulepsinhji. Bradman had contributed only 14 to the score, the second wicket falling at 138.

Ponsford was the next to go. He was clean bowled by Hammond after a dour innings of 83 completed in 230 minutes. Ponsford hit five fours and went on to make the side's highest score after the slowest but surest start.

McCabe came out only to go back very quickly. After he had made four runs he was taken l.b.w. by Peebles, and Richardson's wicket fell for the addition of just a solitary run. Richardson was clean bowled by Hammond after scoring a single.

(Continued on Page 12.)

AERIAL RAID ON CHENGCHOW.

RESIDENCES DESTROYED AND
LIVES LOST.

LEGATIONS AND WANG.

Peking, July 25.

The destruction of thirty residences and the loss of 100 lives as a result of the sudden Nationalist air raid on Chengchow during the past three days is reported by the party of foreign and Chinese journalists who visited Chengchow and who returned to the city this evening.

It is understood that plain clothes Kuominchun troops have again made an appearance in Pangfow, a strategic position on the Tientsin-Pukow Railway between Nanking and Hsuechow. Pangfow was greatly excited yesterday, but the Nationalist defenders eventually dispersed the raiders after a short encounter. The Kuominchun raiders aimed to destroy the railway to cut off the Nanking communication with Hsuechow and Taiian.

Heat Wave at Front.

The Nationalist and Shansi troops fighting along the Tientsin-Pukow Railway between Taiian and Tsinanfu have suffered greatly in the trenches as the result of a heat wave during the past few days. The Commanders of both sides are reverting to fighting in the evenings.

Japanese reports from Tsinanfu state that severe fighting is going on along the Tsinanfu-Kiaochow Railway, with the Shansi forces claiming most of the victories. The Shansi vanguard is last approaching Tsingchow, the Headquarters of the Nationalists under General Han Fuchu. It is anticipated that General Han may abandon his present Headquarters and retreat further towards Tsingtao.

Legations' Attitude.

Mr. Chu Ao-hsiang, Acting Commissioner of Foreign Affairs of the Shansi Government, interviewed Mr. Wang Ching-wei yesterday afternoon on the foreign policy of the future Peking Government. Mr. Chu is quoted as saying that the Legation authorities in Peking are most sceptical over the return to politics of Mr. Wang Ching-wei on account of the latter's association in 1927 with the Communist Government in Hankow.

Mr. Chu Ao-hsiang believes that the Dutch and Japanese authorities in Peking have indicated a friendly gesture towards Mr. Wang Ching-wei and it is the intention of the Foreign Commissioner to arrange some meetings between Mr. Wang Ching-wei and the Legation officials, aiming at an amicable understanding.

After his meeting with Mr. Wang Ching-wei, Mr. Chu Ao-hsiang was interviewed by Chinese newspaper correspondents and said that Marshal Yen Hsi-shan agreed in all respects with the policy of Mr. Wang Ching-wei for the restoration of a constitutional Government in North China governed by and for the welfare of the majority of people in China.

STUBBS ROAD STILL BLOCKED.

IMPOSSIBLE TO SAY WHEN
WILL BE CLEAR.

We learn on enquiry that there is no possibility of Stubbs Road being to-day cleared of the obstruction caused by the landslide on Thursday.

The gang on the job is encountering difficulties at every turn and the masses of granite strewn over the road make it impossible for any definite estimate to be put on the completion of the work.

A later intimation by the Traffic Department states that the road will not be open during the week-end, and may not be for some three or four days. The situation is complicated by the fact that a 15-ton boulder overhanging the road shows signs that it may soon fall.

Kovno, July 25.

The Commandant at Kovno has deported the ex-Premier, M. Valdemaras, as being a danger to public order.—*Reuter.*

DERBYSHIRE BEAT SURREY.

AN EASY VICTORY AT
THE OVAL.

RAIN INTERRUPTS COUNTY
CRICKET MATCHES.

GAMES ABANDONED.

London, July 25.

Rain again interfered with the County games with the result that only one cricket match was fully decided. Derbyshire was the successful team, defeating Surrey by the comfortable margin of 199 runs. The outstanding batting performance was a 262 by Nichol of Worcester while six other batsmen made centuries.

Results in Brief.

Derbyshire beat Surrey by 199 runs at the Oval.

Warwick won on the first innings against Hampshire at Bournemouth.

Notts. won on the first innings v. Sussex at Brighton.

The match between Yorkshire and Northants was abandoned, not a ball being bowled and each team taking four points.

Kent beat Somerset on the first innings at Maidstone.

Lancashire won on the first innings against Essex at Leyton.

Middlesex won on the first innings against Warwick at Birmingham.

The Leicester-Glamorgan match was drawn.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting

Nichol (Worcester)	262
Cook (Sussex)	137
Payton (Notts)	119
Hulme (Middlesex)	117
Brown (Hants)	113
Smith (Derby)	107
Townsend (Derby)	102
G. Gunn (Notts)	96
Not out	

Bowling

Mitchell (Derby)	5 for 40
and	4 for 40
Slater (Derby)	5 for 46
Shepherd (Surrey)	5 for 42
Freeman (Kent)	6 for 80
White (Somerset)	7 for 81
Howwood (Lancs.)	5 for 18
Paine (Warwick)	5 for 98
Astill (Leicester)	4 for 34

Derbyshire v. Surrey.

High-scoring by Derbyshire in their second innings proved the deciding factor in the match at the Oval when Derbyshire won by the comfortable margin of 199 runs. They made only 162 in their first innings when Shepherd was in good form with the ball. He took five for 42. Mitchell, however, was in equally good form for Derbyshire and he took five of the Surrey wickets for 40 runs, the team being dismissed for 162, four behind the Derbyshire total.

In Derbyshire's second innings a big stand was made by Smith and Townsend. The side declared at 305 for four wickets after Smith had been dismissed at 107. Townsend carried his bat for 102. Surrey failed miserably in their second knock, being sent back for 110. Slater took five for 48 and Mitchell four for 40.

Worcester v. Hampshire.

Worcester declared at 433 for nine wickets in their first innings when Nichol did the greater part of the scoring and was not out after a magnificent total of 262. Hampshire replied with 312, of which Brown contributed 113. In the second innings Worcester made 114 for one wicket.

Notts. v. Sussex.

Cook contributed 137 of the total of 325 made by Sussex in the first innings. Notts. replied with 383, Payton being not out at 119. George Gunn was unlucky, missing his century by four runs. In their second knock Sussex made 220 for eight.

Kent v. Somerset.

Rain at Maidstone considerably curtailed this match. Somerset (Continued on Page 12.)

Bulls and Innards

From the Office Butts.

On Monday, the Hongkong station broadcasted "I've Got a Feeling I'm Falling." Which seems to be a dollarsort of song.

Over seven thousand birds are on show at the World's Poultry Congress in London. That's something to crow about.

Trade may be bad in Hongkong, but there's always Test cricket to talk about.

At a sports meeting in Shanghai recently, one man took away nearly all the best prizes. The judge gave him three months.

The "You Know" Series:—You know he's a dentist because he can always be relied upon to pull his weight.

A Kowloon housewife boasts that her new cook-boy has plenty of go in him. He went the same night.

In the new telephone directory, we observe that under the heading "Imports and Exports Dept." appears "Maternity Ward." Of course, in this case the ad valorem rate would apply.

This young lady who won the King's Prize at Bisleigh ought to be good at "Bulls and Innards."

Starch baths are the latest, according to a Home paper. No doubt followed by an iron tonic.

These days, a close crop at the barber's is a short cut to coolness.

Our congratulations to the Hongkong clerk who recently received an increase in his salary on two grounds—twins.

New Definition:—An optimist is a sick man learning to play the harp.

Judging from some of the sights we see nowadays, lots of women think bobbed hair is sheer nonsense.

Now that ZBW is putting on plays, married men will be able to have a few words with their wives, confident that passers-by will think they're hearing a wireless drama.

Talking of international concord, why doesn't Britain try to fix up some sort of parity with Bobby Jones?

We read that razor blades are being sold in a New York restaurant. The next step will be to serve shaving cream with the strawberries.

The way some Hongkong men tuck their napkins round their necks while at table you'd think they were never out of the barber's chair.

Whisky and soda taken through the night may not be the best thing for insomnia but it helps to make the time pass more pleasantly.

Some Hongkong girls cannot make the pastry his mother could make, but on the other hand some Hongkong men cannot make the dough her father used to make.

A good nickname for any taiwan would be "appendix" for he is easily irritated and no-one knows what good he is anyway.

"Ludendorff" blames Charles-magne for the defeat of the Kaiser in the World War." He must have meant champagne.

Kowloon, sometimes called "the bedroom of Hongkong", should be just the place to try out those new shorts and street pyjamas.

Loud noises often cause sudden deaths. The casualties must have been terrific after Mussolini's recent speechmaking tour.

It is rumoured that Government is to have its own laundry. This will save it from washing its dirty linen in public.

Lindbergh's son, an astrologer acutely observes, has a "pronounced leaning toward aviation." Indeed, he's being accustomed to the milky way even now.

Some famous sayings:—"If your car was a Ford, dear, I'd love you just the same."

Bachelors know a lot about women—that's why they're bachelors.

Old Mother Hubbard disdains the old cupboard; (Her wardrobe is dainty and trim), And her bathing suit smart gives the flappers a start. And reveals her as quite in the swim!

Our sympathy goes out to the Hongkong man whose taiwan insists that he take a holiday this hot weather.

"Some of our cricketers seem to be made of rubber," says a Home sporting writer. Acrobatsmen, in fact.

Poor fellow, he wanted to do two men's work and save the taxpayer's money. Yes, he was a Civil Servant.

About the only difference between a loud neck-tie and squeaky shoes is the price.

Things are not as bad as they seem to be but they seem to be.

These endurance records are all right in their way, but our next-door neighbour's pup takes a lot of beating at night.

According to experts, the next war will be fought in the air. Judging from the radio noises which we hear, it's already started.

The Week's Aphorism:—No man is a hero to his wife's lawyer.

Cinema notes:—Several Kowloon Tong mosquitoes have been taking screen tests lately.

[Any person desirous of submitting proposals or suggestions for effecting economies in the administration of any branch of the Public Service should communicate with the Secretary at the Treasury Solicitor's Office, Post Office Building.] Maybe you would like to suggest,

A name of two for our perusal. So get them right now off your chest.

For our offer should meet no refusal. You've doubtless complained of the waste.

Of the money Hongkong spends on wages; But the problem with which we are faced, Would tax the most 'telligent sages.

It may be there are quite a number Of jobs far more cushy than real; The sort where an afternoon glumner is considered more vital than zeal.

So show neither favour nor shielding. Be blessed not, neither be lax; And we'll do our best with the wielding.

Of that weapon of thrift, OUR NEW AXE!

A medical writer discusses noises in the head, which range from buzzing and ticking to a sound like the music of an orchestra. Relief is sometimes obtained by turning off the wireless.

"Chinese girls care more for face-powder than they do for the welfare of their country," says General Feng Yu-shiang. We believe some of them are so ignorant that they don't even know who won last week's Chinese war.

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**VERANDAH FALLS
ON WATERFRONT.**

TWO CHINESE STRUCK BUT
NARROWLY ESCAPE.

A considerable hubbub was
set up, shortly before 5.30 yes-
terday evening, by the collapse
of a portion of the verandah of
No. 144, Connaught Road Central,
a corner building situated at the
junction of Cleverly Street and
the central waterfront.

Signalled as a "building
collapse" in the preliminary re-
port sent over the telephone to
Police and Fire Headquarters, it
attracted a considerable number
of the personnel of the two De-
partments to the scene.

It was found that the corner
section of the verandah structure
at the angle of the building
occupied by the East Asia Hotel
had become partially detached
from the main structure, the two
topmost sections having collapsed
and their debris being strewn
over the roadway.

The tram-lines were blocked,
and for a time trams ceased run-
ning while firemen got to work
with picks and shovels, clearing
a passage to enable resumption
of traffic.

The mishap, which occurred at
a point directly opposite the Po
Tak Wharf, is traced to the direct
work of the preceding night's
storm. Exposed to the wind, and
with the support sockets being
apparently loosened by the at-
tendant heavy downpour of rain,
the collapse of this part of the
building was presaged by a pre-
liminary fall of bricks which
came down at intermittent in-
tervals.

Hearing the clatter of falling
missiles, the people belonging to
the provisions shop next door
made a bolt, they say, into the
rear portion of their premises,
with the natural desire to get
as far as possible out of range.

Five minutes later, they say,
they heard a rumble, and dis-
covered that the corner verandah
of the two topmost stories had
come down.

Nearly Hit a Tram.

In falling, the debris missed
an East-bound tram which had
just turned the corner into
Cleverly Street.

No casualties were caused, and
it would appear that ample warn-
ing had been received by people
using this very busy part of the
waterfront from the preliminary
shower of bricks.

Two foks belonging to a re-
freshment stall situated just
round the corner in Cleverly
Street, are stated to have had a
narrow escape. They were caught
under the fall of debris, but by
pressing back closely against the
wall, escaped the full weight of
the falling material. They were
seen by the shop people next door
finally emerging from the heap,
shaking the earth from their
bodies, quite unscathed.

Collectively, it was but a small
pile of earth and other material
that after the collapse was heaped
up by the shovels of the fire-
men to one side of the roadway.
Spectators, however, continued to
stay for some considerable time
after the start of the operations,
clustered thickly on a near-by
water tank and on the decks and
awnings of river-steamers.

The Inspector-General of Police
(Hon. Mr. E. D. C. Wolfe) was
present supervising operations.

Small Dwelling Collapses.

Also probably owing to the
heavy rains, a small Chinese house

**ATTACK ON FORMER
MASTER.**

EX-EMPLOYEES ON SERIOUS
CHARGES.

Eight men were brought before
the Kowloon Magistrate on re-
mand yesterday afternoon on
charges of burglary, assault and
in some cases of receiving stolen
property, instead of the original
and more serious count of armed
robbery.

The men, including one who
described himself as being only 15
years of age, were alleged by the
prosecution to have broken into a
hut in the Shamshui District
during the night of July 1 and,
armed with iron bars, committed
an assault on two occupants.
They later decamped, taking with
them clothing and money to the
value of about \$50. The two
victims were removed to Hospital
suffering from numerous injuries.

It was stated to the Police that
some of the men had formerly been
employed by the complainant who
accordingly had them pointed out
and arrested. The arrest of the
remainder followed, part of the
stolen property being found in
their possession.

Detective Sergeant Meadows
indicated to his Worship that it
was the belief of the Police that
the first four defendants had
engaged the others to assist them
to attack the complainants but
that the hired men had not been
reliable and had stolen a quantity
of clothing.

His Worship, in convicting the
first four defendants, and the boy
of burglary, intimated that in the
case of the former foks of the
complainant they had to take their
share of the burglary, but in pass-
ing sentence he would take into
consideration the fact that the
burglary was not a burglary in the
ordinary sense of the word. The
first four men were also convicted
of assault. Another man was con-
victed of receiving stolen prop-
erty, while two of the men were
discharged on account of insuffi-
cient evidence against them.

The first four men were each
given five months' hard labour on
the two charges on which they
were convicted while the boy was
given four months, he having
three previous convictions for
larceny. The receiver was sen-
tenced to six months' hard labour,
he having a previous conviction
for wounding in 1917, after which
he served a term of banishment.

MORE FOSSILS.

MR. ROY ANDREWS IN
PEKING AGAIN.

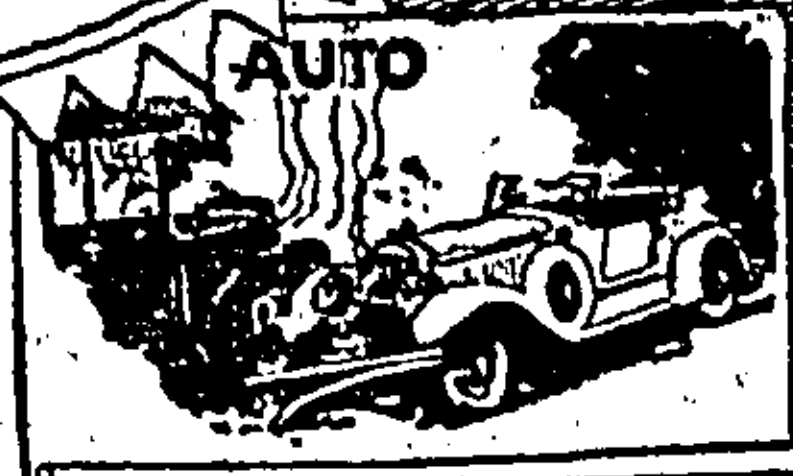
Peking July 25.

Mr. Roy Chapman Andrews,
who returned to Peking yesterday
evening for another brief visit,
reports that he left his expedition
hard at work on a fossil deposit
near the Outer Mongolian border,
which had yielded very successful
results, some very fine material
having been discovered at a place
where there were a number of
shovel-toothed mastodons, traces
of which had been found in 1928,
evidently originally trapped in a
bog.—Reuter.

situated at the Tit Hang Village,
near Aberdeen, collapsed yesterday
and a Chinese, the sole occupant,
sustained injuries and was taken to
hospital. The house, not number-
ed, was formerly used as a kiln,
and had for some time been in a
dilapidated condition.



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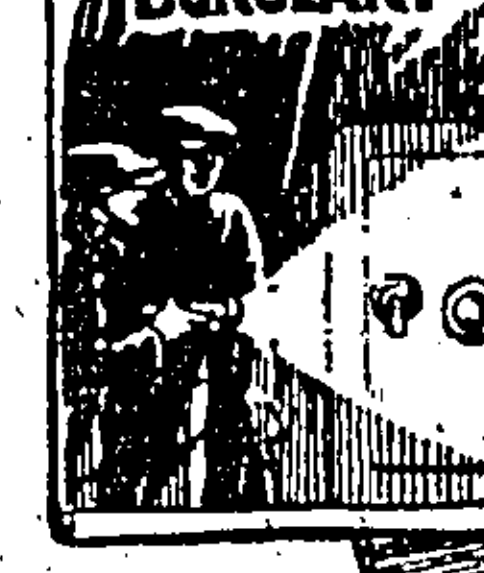
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TYPHOON



BURGLARY



OBITUARY.

DEATH OF YOUNG SCOUT
IN HONGKONG.

After only a few months
residence in Hongkong, Peter
Dziel, the 12-year-old son of the
Chief Officer of the Haiyang, died
at Kowloon on Thursday.

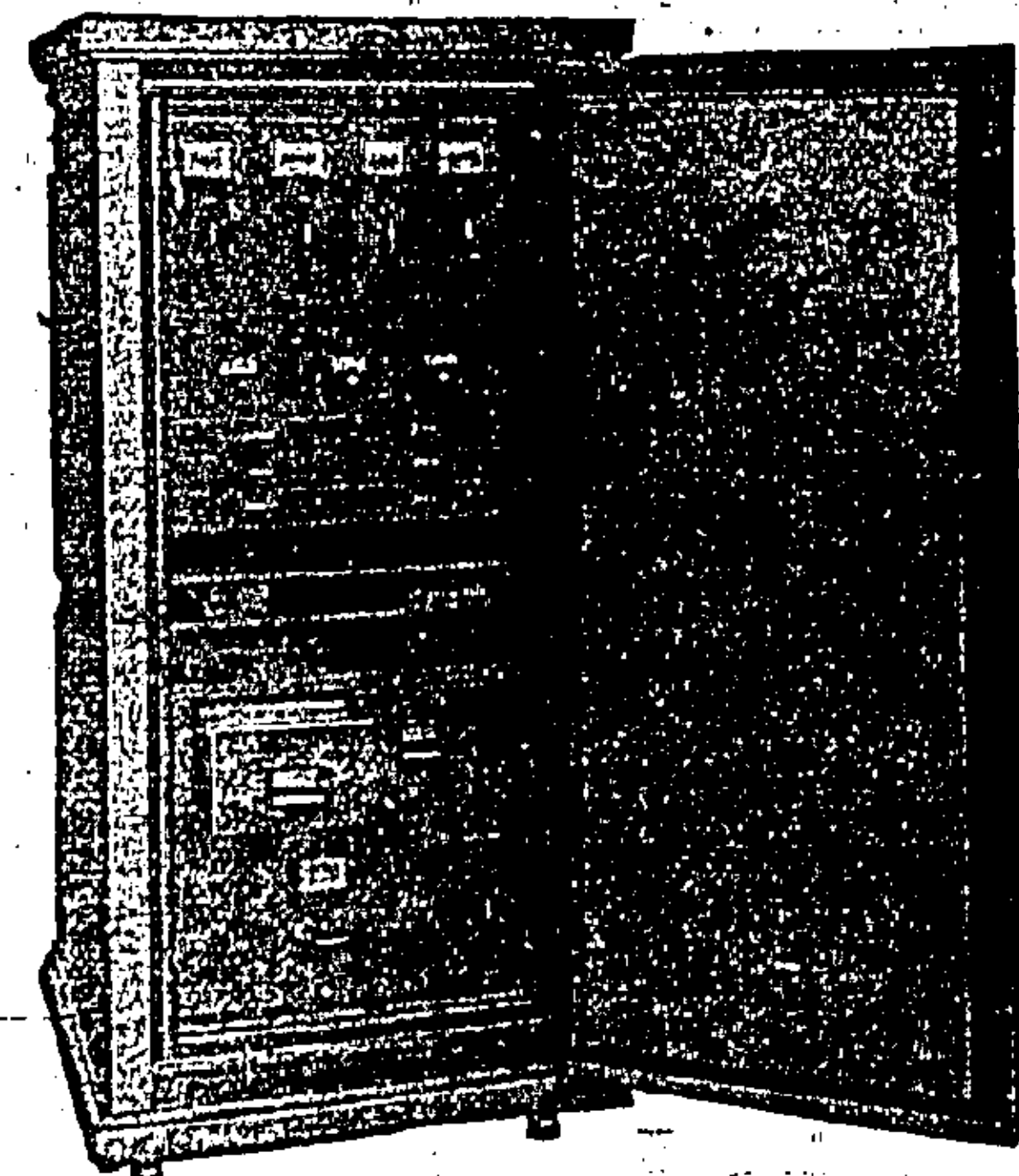
A popular member of the recent-
ly formed Kowloon Dock troop of
Boy Scouts, Peter was an Aus-
tralian and already popular with his
fellows. His troop mates were
well represented at his funeral at
the Happy Valley cemetery yester-
day morning.

Funeral of Late Mrs.
F. H. W. Haynes.

Many mourners attended the
funeral of the late Mrs. Magdalene
Haynes, wife of Mr. F. H. W.
Haynes, of Zetland Hall, caretaker
of the Masonic Hall. She was
buried at Happy Valley yesterday
afternoon. Father R. S. Brookes
was the officiating priest.

Among the many wreaths sent
were those by the Armament
Artificers of the R.A.O.C., the
Chinese Clerical and Workshop
Employees of that Corps and the
United Service Masonic Lodge.
Many representatives of the
R.A.O.C., of which Mr. Haynes
had been a member, were present,
and others who were at the
graveyard included Messrs. E.
C. Kerrison, P. Knight, A.
Grimmitt, T. Carr, S. Kelly, W.
Hollands, J. Hollidge, M. Woods,
A. Gillard, J. Smith, T. Fox, L.
Whant, H. Hartridge and Mr. and
Mrs. W. Eickford.

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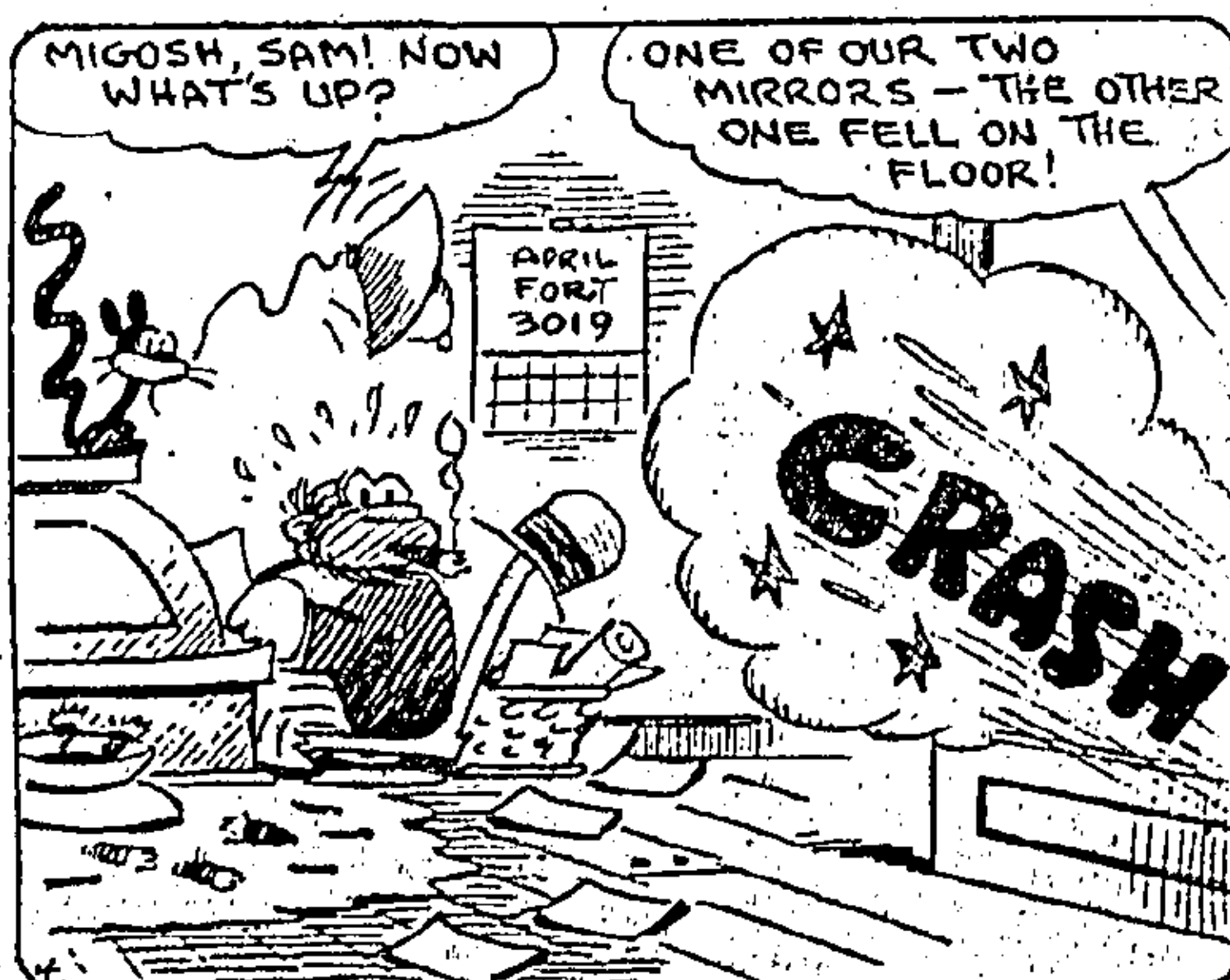
Loss of weight

often leads to
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even consumption.
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enriches the blood,
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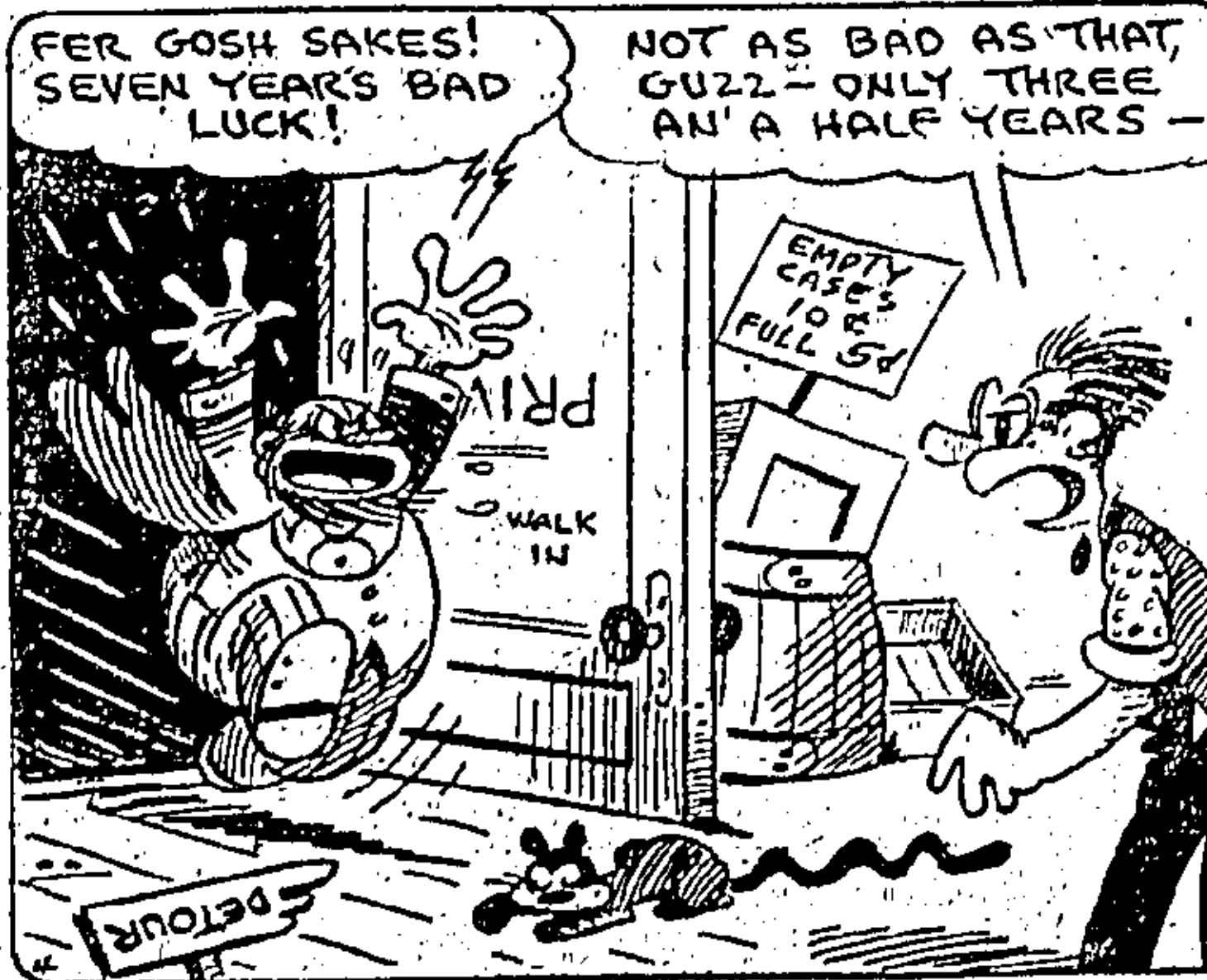
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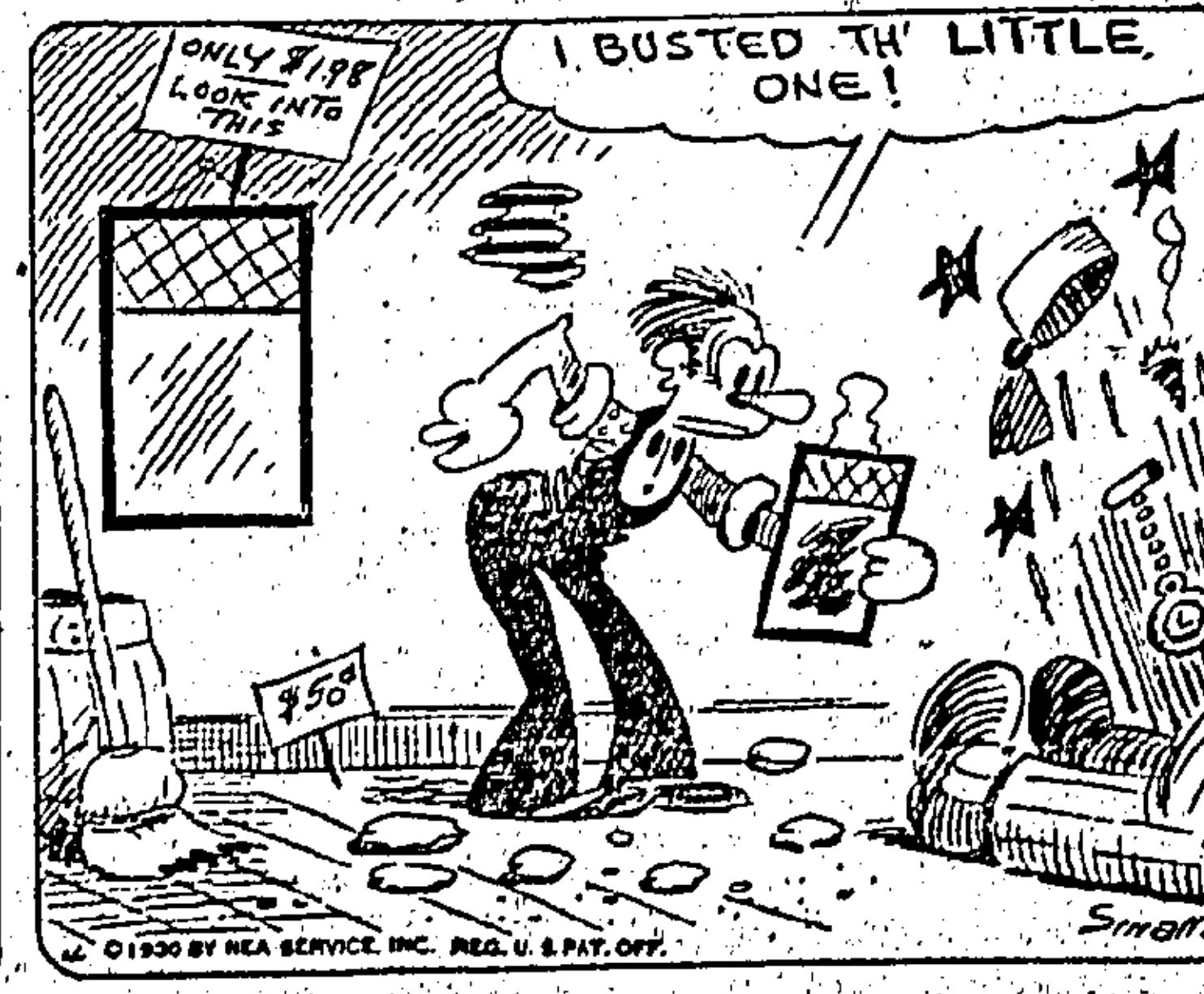
SALESMAN SAM



Getting a Break

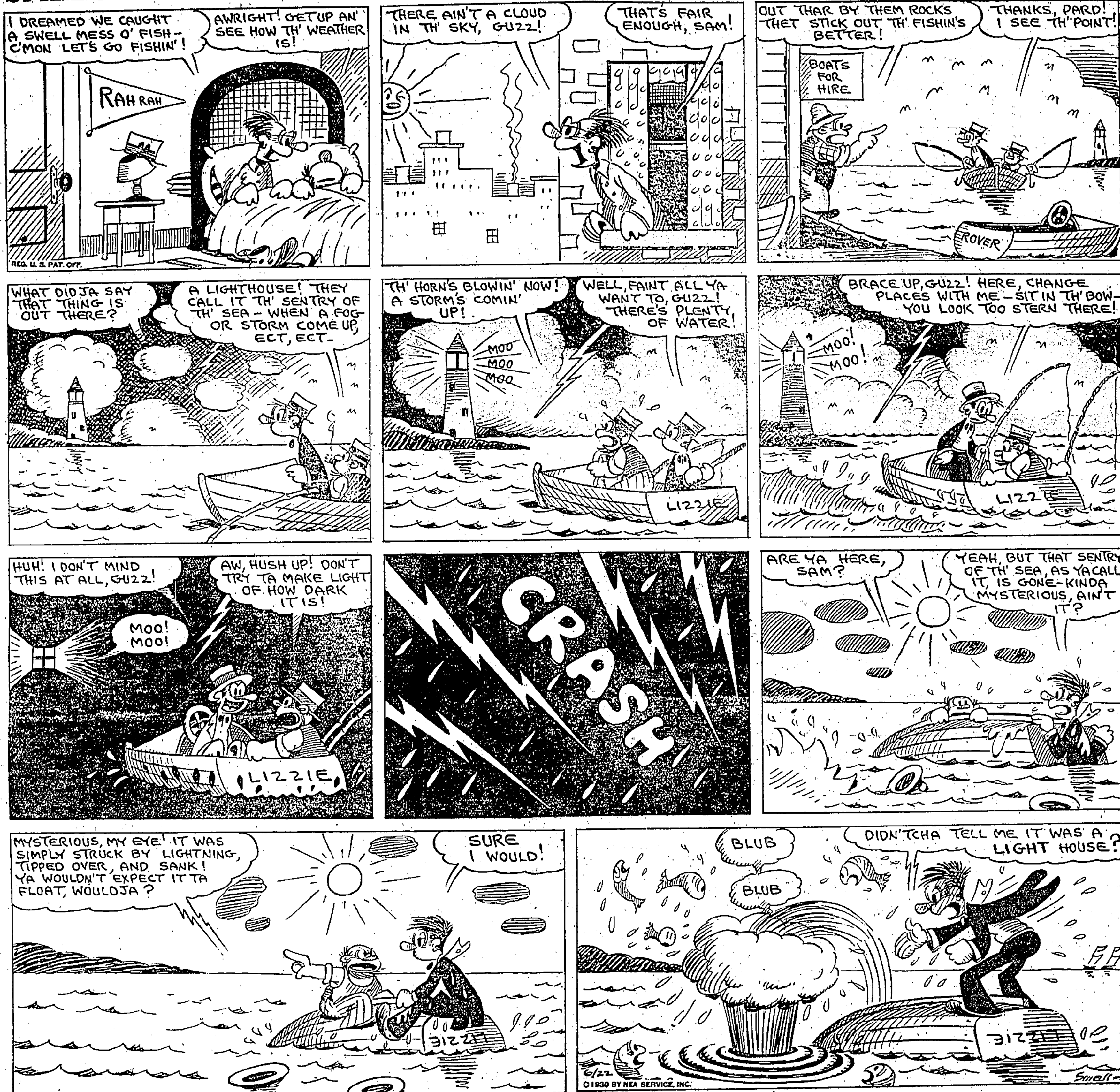


By Small



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By Small



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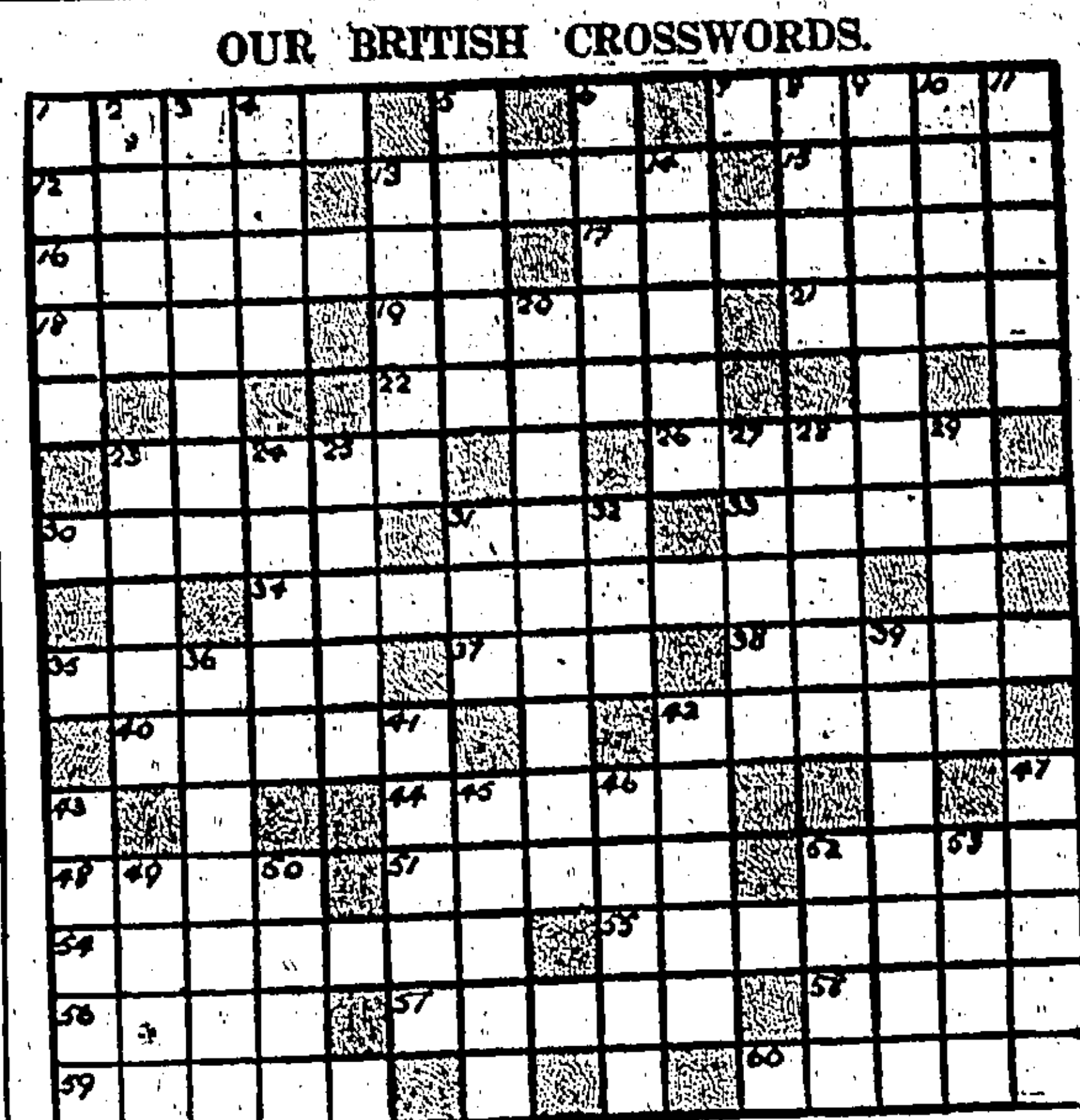
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 - 19 Amphitheatre.
 - 21 Part of ships rigging.
 - 22 Animal of the desert.
 - 23 Consecrated.
 - 24 Transactions.
 - 30 Sifter.
 - 31 Bone of the body.
 - 33 Pure.
 - 34 Bearable.
 - 35 Forest undergrowth.
 - 37 Ask.
 - 38 Shot from bow.
 - 40 Situations.
 - 42 Voice.
 - 43 Long for.
 - 48 Extra seed covering.
 - 51 Irritated.
 - 52 Edge.
 - 54 Reprimanded.
 - 55 Hothouse plant.
 - 56 Beer.
 - 57 Not over.
 - 58 Lair.
 - 59 Glossy.
 - 60 Class.
- Down
- 11 Reclines.
 - 13 Perform anew.
 - 14 Wolf.
 - 20 Pertaining to experiments.
 - 23 Dwells.
 - 24 Happening.
 - 25 Moral perception.
 - 27 Acclamation.
 - 28 Sprightly.
 - 29 Taste.
 - 31 Centre of a wheel.
 - 32 Cushion.
 - 36 Laughable.
 - 39 Murmurs.
 - 41 Enticing woman.
 - 42 Beneath.
 - 43 Heats.
 - 46 Duck.
 - 46 Ticker.
 - 47 Stop.
 - 49 Material.
 - 50 Stringed instrument.
 - 52 Compound of sodium.
 - 53 Dent.
- Yesterday's Solution.

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U S S A D L E I
BREATH PELLET

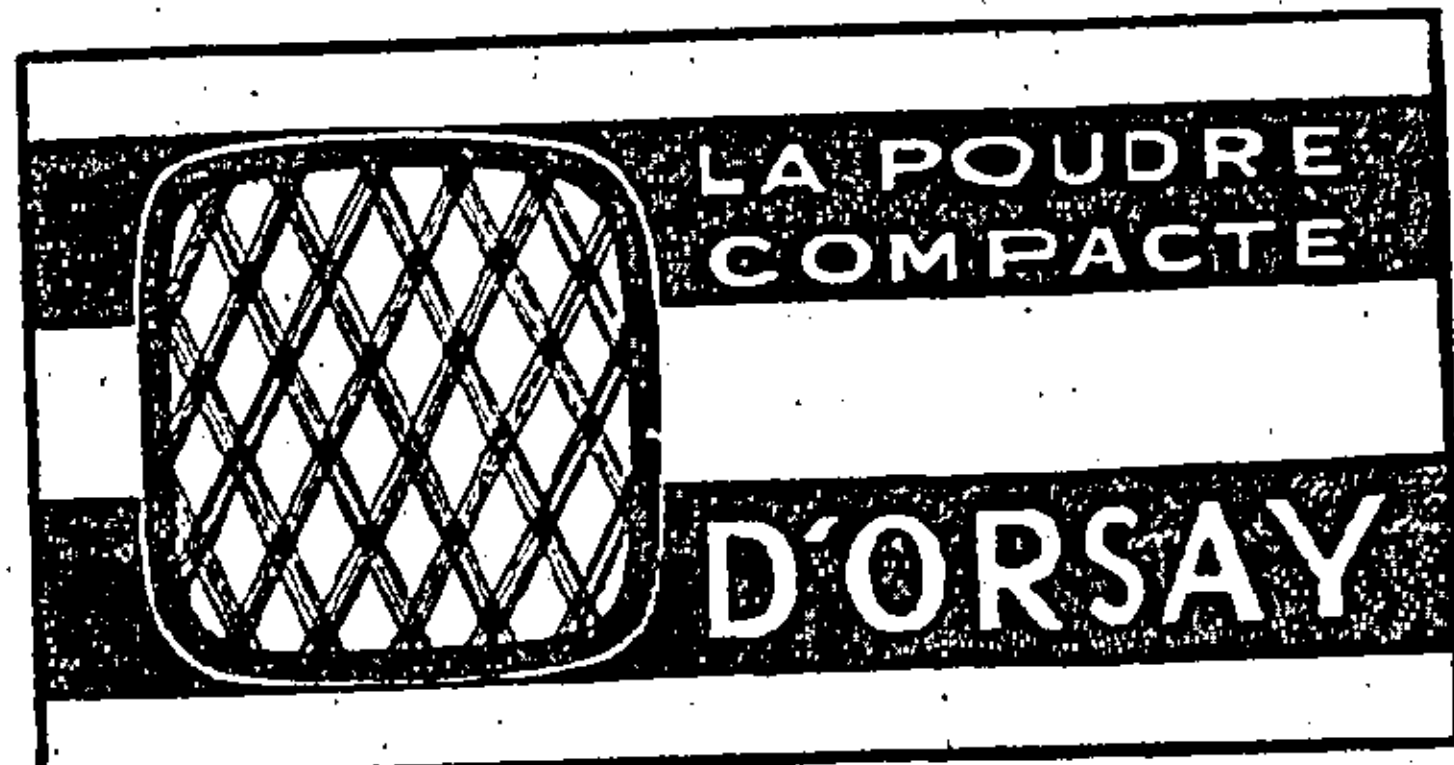
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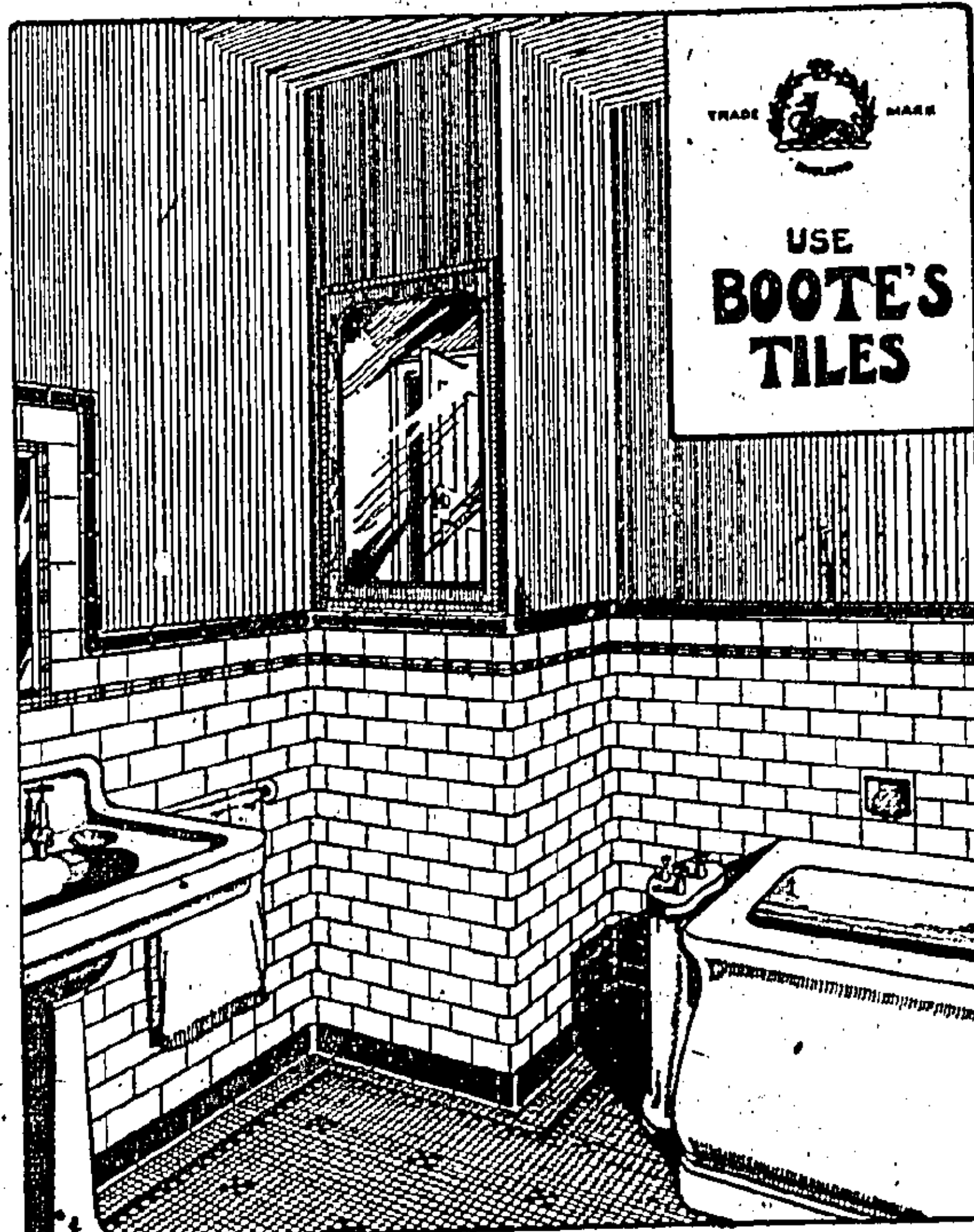
**MISSIONARIES IN
DANGER ZONES.**

**AMERICANS STILL IN
THE INTERIOR.**

Peking, July 25.
The U.S. Legation has received a despatch from the Consul at Foochow, Mr. Muccio, reporting his arrival at Foochow bringing all the American missionaries from the rebel territory except the following—Mr. W. F. Cassidy, of the American Board of Missions, and one other, surrounded by Communists at Kienyang, and Mr. James Murphy, as well as the Rev. Mr. Curran and Rev. Mr. Black, remaining to assist them; Doctor Edward L. Bliss, and Dr. Walter J. Judd, who considered it safer to remain at their station than try to leave through the bandit-infested area; Doctor Skinner and his wife, unable to leave because of their hospital being crowded with wounded soldiers; and Doctor Ruth Hemenway, too ill to travel but not regarded in immediate danger.

The Chinese Foreign Office is arranging to get into touch with Miss Barrett and about five other American missionaries stranded at Pochow.—Reuter.

The Hampstead police are investigating a robbery which took place at the residence of Mr. Pandelis, Compayne-gardens, Hampstead. Mr. Pandelis left home about ten-thirty a.m., and on his return found that a side door had been forced and a safe weighing about four hundred-weight was missing. The safe contained Turkish, Greek, and English bank notes to the value of about £300.



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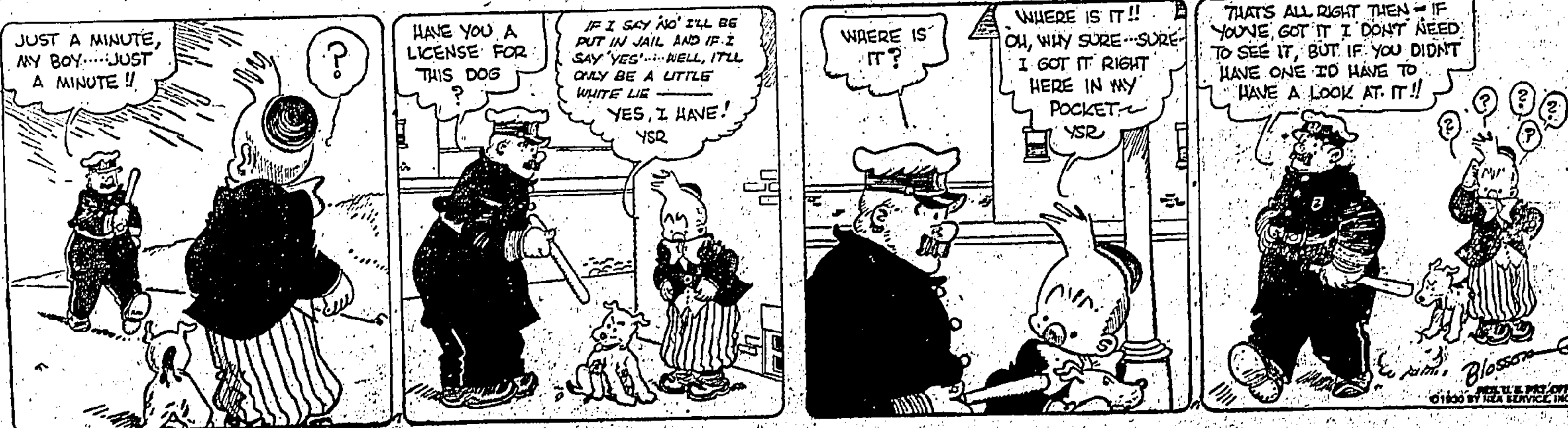
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 95 cents per Cake.

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NEW VICTOR RECORDS

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Ride in this new Studebaker
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The Hongkong & Shanghai
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The Hongkong Telegraph

SATURDAY, JULY 26, 1930.

THE CHINA OUTLOOK.

The arrival of Wang Ching-wei in Peking increases the interest which is being centred on the developments occurring in the former capital. Not the least intriguing suggestion is that the new Peking Government should conclude an alliance with the young ruler of Manchuria, but it will be cause for surprise if General Chang Hsueh-liang has anything to do with Peking affairs at this juncture. Although nominally owing allegiance to Nanking, he has so far managed to keep out of the fray, and we imagine that he will be content to remain neutral until the position becomes much clearer than it is at the moment. Although a rather inexperienced young man, he no doubt feels that his safest policy is to remain aloof as the head of the outer provinces. Wang Ching-wei and the others who resent Nanking, rule without question like to have Chang Hsueh-liang on their side, if only for the purpose of embarrassing the Central Government and making their hold on Peking and Tientsin more secure.

The career of Wang Ching-wei has been a rather chequered one, and not the least surprising development in it is that he should now be associated with Marshal Yen Hsi-shan. A loyal disciple of Sun Yat-sen, Wang Ching-wei was for many years closely associated with Wu Han-man in the Nationalist movement; indeed, these two were for many years regarded as the two leading spirits thereof. Lately, however, they have drifted apart, Wang joining the Left wing of the Party, with Wu in the opposite camp. Thus, whilst we have Wang issuing statements denouncing the Nanking Government and its policies, we find Wu criticising his former friend for associating with the Peiyang clique, contending that the Kuomintang should be quite independent of the schemings of militarists. The criticism goes further and even accuses Wang of seeking to destroy the integrity of the Kuomintang. We must, of course, make due allowances for the respective positions in which these two former co-workers in the Nationalist cause now find themselves. When we come to look at the varied interests represented in the new Peking movement, it is clear that

there will be difficulties ahead in preserving anything like continued cohesion. Yen Hsi-shan is known for his conservative outlook, and he can have little in common either with Feng Yu-shiang or Wang Ching-wei. He has a record of nearly twenty years' peaceful rule in Shansi, and he is widely known and quite popular in the North. But to the Southerners he is merely a name, and it is probably this fact which has caused him to link up with Wang Ching-wei, in the hope that there may be a widening of the base on which the new movement stands, to say nothing of the financial and military support which may be forthcoming, for it must not be forgotten that Wang Ching-wei is still in close touch with the Ironsides and the Kwangsi Clique. But time will tell whether the distinctive factions which these two men represent will be able to work together. To the observer it would appear something like the attempt to mix oil and water.

Whilst the developments in Peking are of interest, they are really subsidiary to the larger issue as to whether the Nanking Government will be able to win through in the civil war. It should be able to, with no apparent shortage of men or finances, and latterly its fortunes in the field have been more promising. Should it be able to survive the present threat to its power and influence, and disperse the opposing elements, there should be a considerable period of much-needed peace in this troubled country. The present strife and turmoil, with the country split in two, is disastrous to everybody affected.

The Transport War.

The transport war between the railways and the companies operating large fleets of road vehicles promises to develop on highly interesting lines for the road companies are now endeavouring to steal the freight business from the railways. The war has lost some of its intensity by the recent agreements reached between the railways and their competitors, the net result being that the railways now have some sort of control over certain road transport services. But the war is not over by any means, and now a motor trade journal has prepared a set of ten posters for distribution among van and lorry owners throughout the country each with the main heading "Send It By Road". This advice is followed by a slogan, some of which are "Reduce the risk of pilfering", "Less handling, fewer breakages", "Motor transport for punctuality" and "From door to door". We cannot imagine the railways being unduly perturbed by this new publicity move for the claims appear to be a little extravagant. We have no doubt that if the millions of consignments of goods sent by train were compared with the comparatively few consignments sent by road, it could certainly be shown that pilferage is no greater on the railways. There is a feeling of security on the British railways, whether for the transportation of passengers or goods, which will not be shaken by the present efforts of the advocates of road transport whose enthusiasm seems to have gone a little beyond the realms of strict accuracy. It is difficult to see how a claim for greater punctuality can be substantiated, for railway delays in Great Britain are few and far between and the proportion of delays due to accidents almost negligible. The claim that breakages are fewer when road transport is adopted also seems a little extravagant for a motor lorry on a rough road cannot be compared with a high speed locomotive on a track. The railways have, therefore, an easy reply but we venture to think that they have no need to adopt a defensive attitude yet or carry the war into the other's camp. They have behind them a reputation which in itself is sufficient to more than offset the present campaign of the road transport companies, who incidentally have fields open to them which railways cannot enter.

DAY BY DAY.

BELIEVE IN YOURSELF, AND THE WORLD IS BOUND TO BELIEVE A LITTLE IN YOU.—R. E. S. Spender.

Tenders are being invited for the construction of a latrine and urinal at Davis Street.

It is declared by order of His Excellency the Governor-in-Council that Holo is a place at which an infectious or contagious disease, namely, cholera, prevails.

The forthcoming wedding is announced of Dr. Edward Law, No. 18, Dragon Terrace, Hongkong, to Miss Phyllis Viola Ho, No. 42, Kennedy Road, Hongkong.

The King's Exequatur empowering Mr. George Bliss Lane to act as a Vice-Consul for the United States of America in Hongkong has received His Majesty's signature.

The hearing of the case against 24 Chinese, charged by Chief Inspector Reynolds with being members of an unlawful society, was to-day fixed for next Saturday.

His Majesty the King has approved the appointment of the Hon. Mr. B. D. F. Beith to be an Unofficial Member of the Legislative Council, vice Mr. A. C. Hynes resigned.

It is notified that the names of the United Fertilizer Co., Ltd., the Yan Yee Tug and Lighter Co., Ltd., and the Ying Wah Lighter and Transportation Co., Ltd., have been struck off the Register.

Tenders are being invited for the widening of Gough Hill Road to 10 feet, surfacing an area adjacent to Lysholt and the provision of all necessary retaining walls, drainage and other contingent work.

An application for the discharge from bankruptcy of Mr. A. D. Humphreys and Mr. Ernest Humphreys, partners in the firm of Messrs. W. G. Humphreys and Co., is to be heard in the Supreme Court on August 14th at 10.30 a.m.

His Majesty the King has approved the appointment of the Hon. Mr. C. G. S. Mackie to be temporarily an Unofficial Member of the Legislative Council in the place of the Hon. Sir Henry Pollock, K. C. who is temporarily absent from the Colony.

His Excellency the Governor has appointed Sub-Inspector Edward John Ellis to be Examiner of Weights and Measures under the Weights and Measures Ordinance, 1885, and also an Inspector under the Gunpowder and Fireworks Ordinance, 1901.

The July-September number of Messrs. Thomas Cook and Son's *Far Eastern Traveller's Gazette* is to hand. It contains on the front page an excellent half-toned of the Peak, and among the large amount of reading matter articles on How to See Scotland and Ireland, Lisbon's Monuments, and Alpine Holidays in Switzerland, and a complete list of all the steamship and aerial services for which the firm caters.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	July 24	July 25
Shiuhing	7.4	—
Tsingyuen	7.4	—
Samshui	3.9	3.8
Shedlung	7.5	—
The highest levels on record are:—		
Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shedlung, 15.5 feet.		
The lowest level on record at Samshui is minus 5 feet and at Shedlung minus 2.7 feet.		

EXCHANGE RATES.

	London, July 25.
Paris	123.69
Brussels	34.80
Berlin	20.375
Ose	18.165
Helsingfors	193.5
Athens	375
Buenos Aires	40.9/16
Hongkong	1/34
New York	4.86 21/32
Amsterdam	12.08 1/2
Stockholm	18.005
Vienna	34.44
Madrid	42.45
Bucharest	818
Bombay	1/5.25/32
Yokohama	2/0.5/16
Geneva	25.035
Copenhagen	32.88
Prague	18.16
Lisbon	108.25
Rio	5.11/32
Shanghai	1/6 1/4
Silver (spot)	16.3/16
Silver (forward)	16.1/16

—British Wireless.

TO BE SOMEONE ELSE.

The Strange Desire of Every Man.

Every man, it seems, has a strange desire to be someone else. We consume a tremendous amount of energy longing to be some other individual or wishing that we were in some other person's shoes. The consciousness of this peculiar tendency came to me as I was reading an essay by Dr. Crothers under a somewhat similar title a few months ago. It is apparent as one looks about that most of us are tormented by this strange desire.

A boy of twelve becomes your sworn friend if you admiringly say, "You look big enough to be fourteen. The high school girl of sixteen hungers to be addressed as a person of precious maturity. The average adult of forty is pleased beyond expression to be taken for thirty. While walking through a laboratory did you ever meet a young chemist strutting in his white coat, practicing in the corridors the step of preoccupied research? You stop him and say, "Professor, can you direct me to Experimental Room Z?" You see him beam with importance and gratitude. He is transplanted to a realm of beatitude by being taken for what he is not.

In the court of Frederick the Great, we are told, no courtier dared to praise the monarch as a soldier. He knew he was an excellent general, he wanted to be more than that. The way to win his favour was to praise him as a literary man. If you had requested his opinion on Voltaire he would have rejoiced a hundred-fold more than if you had saluted him as the Alexander of his day.

We go on a tram with the simple aim of getting to a destination, but we discover that the manager of the railway is not satisfied with merely transporting people; he has covered the walls of the car with miniature lectures on courtesy and behaviour. The novel which we pick up at the end of the strenuous day refuses any such simple function as being our guide in pleasant travel and relaxing adventure, it forces us into the labyrinth of philosophic exposition.

The sages would remind us that one thing done well is every man's best contribution to his world. No one can encompass the complexity of interests or be jack-of-all trades. As children we would rather fly kites than get our arithmetic, or walk in the woods instead of practicing piano exercises. Out of the diversity of attraction we must choose an area of activity; we cannot keep smothering at a dozen appeals and spread ourselves over the map of human efforts. We must concentrate on what we believe we can do best, accept the necessity of specialization, fix on some mode of work and service and perfect that means of expression to the full.

I have always sympathized with the cow in the springtime pasture, as she stands stretching her neck over the barb wire looking past the birch thicket to the fresh green hillside. Her big soft eyes water with emotion, her jaws drip with saliva that flows over her tongue at the mere thought of eating in that distant field. There she stands hour after hour wishing day after day longing. Why does she not eat her fill in her own big pasture and then sit down and read a book, put some sense into her gallivanting calf, or get busy and carve an immortal statue?

Distant pastures always look greenest. Only by mastering the immediate, by working with present tools, under existing conditions, are we apt to get anywhere. Abraham Lincoln had a relative who would not hold a job for any length of time. He was always looking for something easier and more appealing, so he was inclined to move about and never get ahead. When Lincoln heard that he planned to sacrifice his Illinois farm and move to Missouri where he thought chances would be better, he wrote the restless fellow: "Such a notion is utterly foolish. What can you do in Missouri better than here? Is the land any richer? Can you there, any more than here, raise corn and wheat and oats without work? Will anybody there, any more than here, do the work for you? If you intend to go to work, there is no better place than right where you are; if you do not intend to go to work, you cannot get along anywhere. Squirming and crawling about from place to place can do you no good."

Not long ago I talked with a New York business man who did artistic wood carving. That was his hobby. He expounded at great length how he planned that winter to spend a thousand hours of work on a ship model which he was to exchange with an artist

for a painting. "What an intriguing hobby!" I thought. He knows all about woods, paints, tools, and blue prints. He knew boats, planes and furniture. After he left my house I was almost ready to follow his advice and take up wood carving by correspondence, in order that I might be a more developed being.

And this is the way we are tempted. Another friend is a passionate golfer. At the conclusion of one afternoon with him, I am not only convinced of how much I have to learn, but also how necessary it is for me, in order to be a happy creature, to give two afternoons a week for the whole summer to the better mastery of this indispensable joy of living. But on going home, I get busy with my own work and my own hobbies and time slips by. I scarcely dare to meet my golfing friend, fearing that he may ask how much I have been practicing.

At some later time I spend an evening with a socially minded friend. He regales me with his experiments in politics and industry, he outlines a course of reading that I simply must follow in order to be intelligent. He pleads with me to join a new movement for labour reform and a club for the discussion of race. I feel so ignorant before this enthusiast my work seems so petty, a mere bubble when viewed in the light of all these commanding problems. So chastened and enlightened, I return home to struggle with my desire to be another personality, one like my reformer friend.

After a few strenuous experiences of this kind, I begin to see that I must map out a sphere for myself and defend it and stick to it. I must believe that even though I cannot carve ship models, win golf cups or reform industry and politics, I can do something. I can concentrate on a few humble efforts and make a contribution to my world and be happy in it all!

Perhaps the wise Greek had seen, when he taught, "Know thyself!" that the way to contentment was not by craning our necks after somebody else nor by struggling to be what we are not, but by realizing one's highest own self as the approach to happiness, and that one realm of activity can bring as much as any other.

Apparently this is the point of the French scholar, Dimot: "We are constantly tempted to exaggerate our inferiority. We look at the busts of the great philosophers; we notice the powerful brows, the searching eyes; we glance at our mirror and the consciousness of belonging to another race weighs us down. We read the lives of the letters of the exceptional men; we are not surprised to see them saying about themselves things which we should be ridiculous even to think about ourselves. It is dangerous to place these men on a pedestal and to adore a phantasm in their shape."

A little common sense and self-assertion was Abraham Lincoln's solution. He was driving a two-horse team along a road heavy with Illinois mud, so Mr. Sand-

(Continued on Page 7.)

WHO WAS—?

MR. POLLY.

In the puny, undersized frame of Alfred Polly, gentlemen's outfitter—hero of Mr. H. G. Wells's story, dwelt a soul entirely at variance with the body it inhabited, a soul thirsting for romance and beauty and colour and jolly companionship. Extensive reading had furnished Mr. Polly with a weird and wonderful vocabulary which he knew not how to pronounce, and stimulated him to passionate revolt against a life divided between a dingy shop and a peevish wife.

But the little tradesman's will was almost as feeble as his muscles. Not until his thirty-seventh year did he muster sufficient courage to break away from shop and wife, and go in quest of more congenial surroundings. His wanderings led him to a little country inn, where he found employment as an odd-job man. Here at the inn, with its changing clientele, and his hundred and one tasks ranging from feeding ducks to defending the landlady from her nephew, the seeker after adventure settled down contentedly.

His is a story of a social misfit who finds happiness in the end.

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Hongkong Telegraph

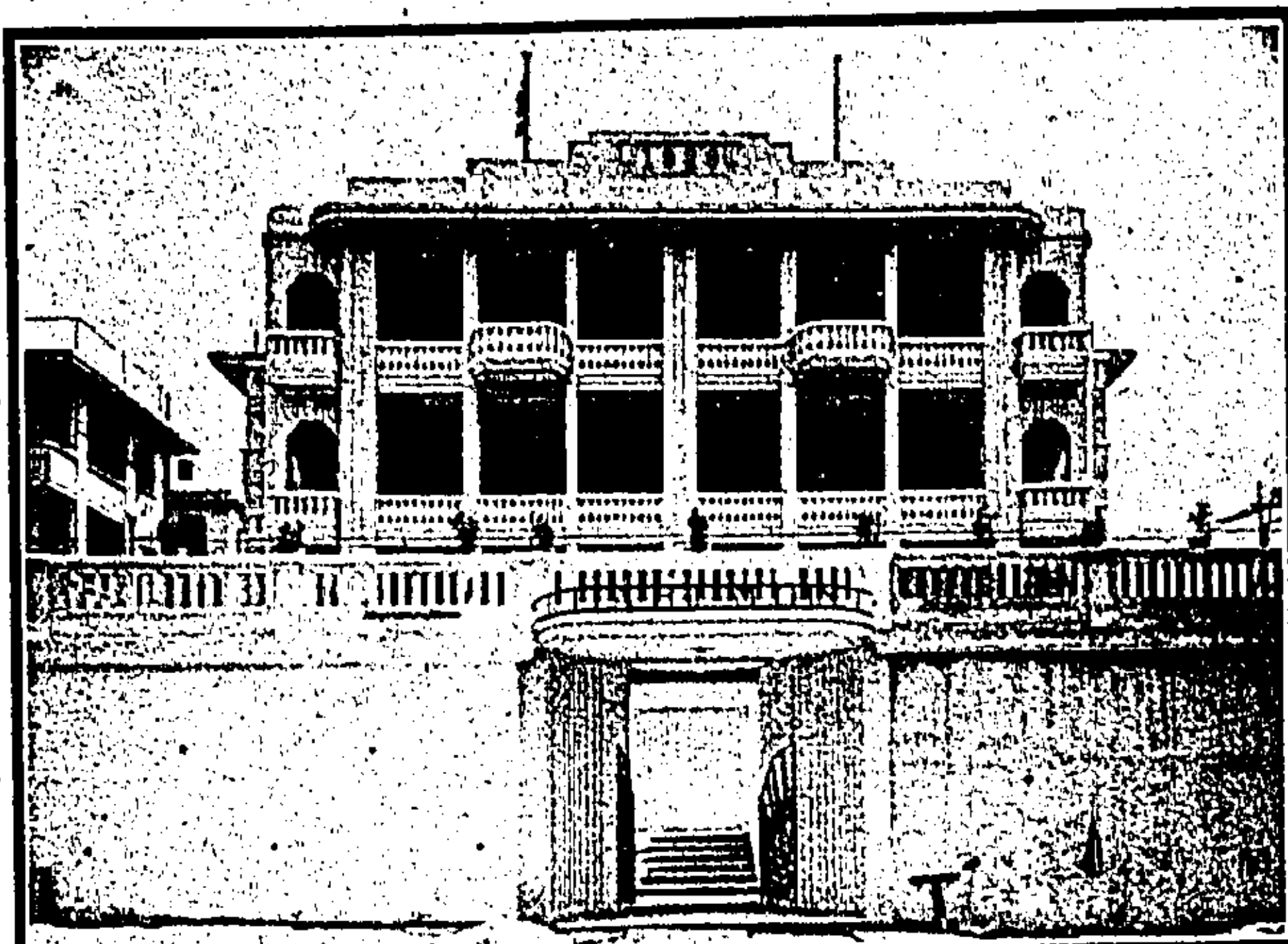
Pictorial Supplement

July 26th, 1930.

STUDEBAKER

"THE OUTSTANDING VALUE
IN MOTORDOM"

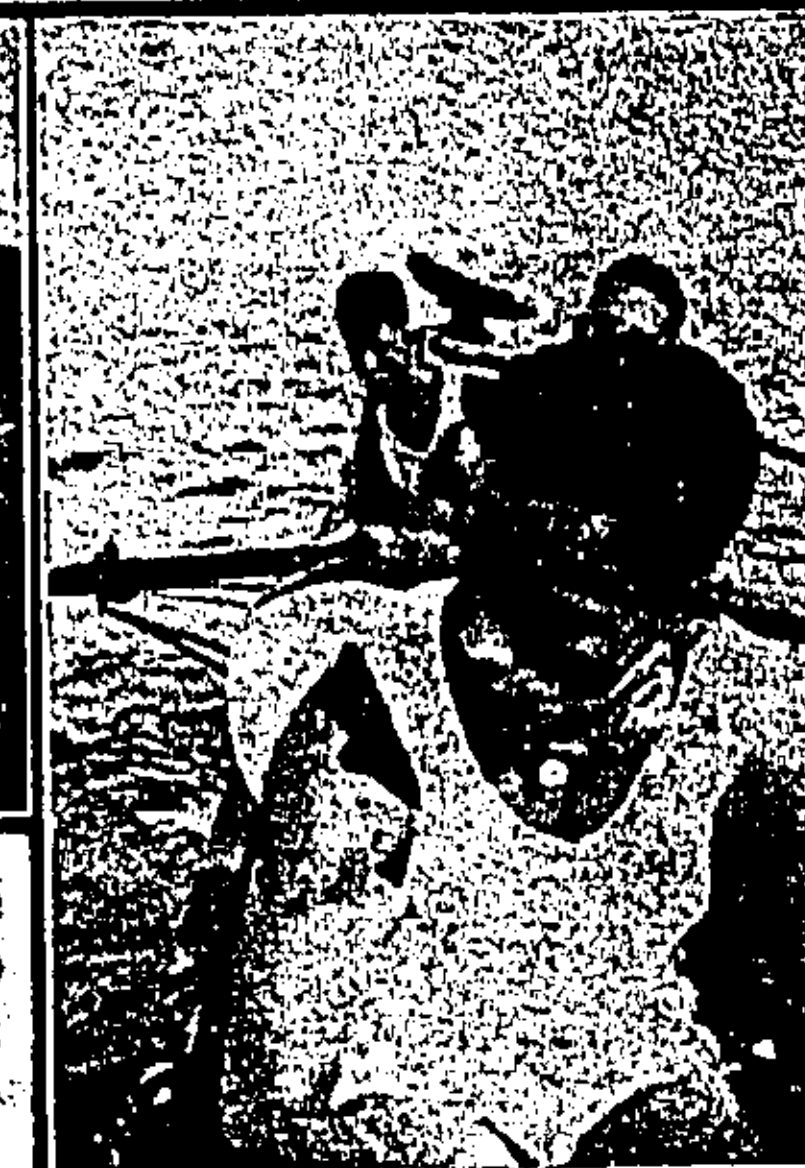
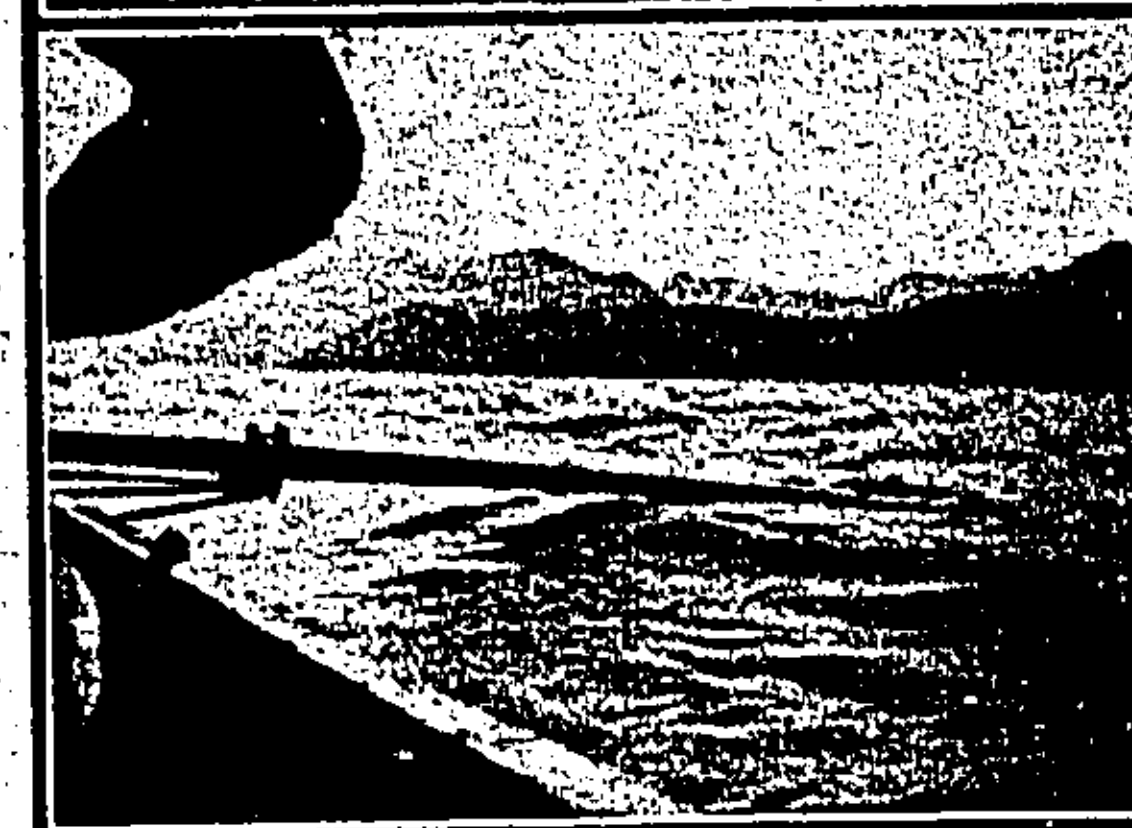
HONGKONG HOTEL GARAGE.



An exterior view of the Hotel Claremont, situate at Austin Road, opposite the Kowloon Cricket Club. This commodious new building has just been completed.



Here is another picture of the Hotel Claremont, in Kowloon, which provides accessible accommodation to permanent residents and visitors. It is entirely under European management.



Top, the V.R.C. crew which recently made the second rowing trip from Hongkong to Macao; left, nearing the end of Lantau Island; right, heading for the open sea.



His Excellency the Governor (Sir William Peel), snapped with the Rev. A. D. Stewart, on his arrival at the St. Paul's College bazaar, which he opened on Friday of last week. (Photo: Mee Cheung).



Mr. Bakaleinikoff, manager of the "Montmartre Folies," who are soon to appear at the Queen's Theatre, Hongkong. He is well-known throughout the Far East.



The Olympic Trio, of the "Montmartre Folies"—V. Volkova, S. Toropoff and Goncharoff—whose dancing has delighted Shanghai audiences.



An interesting group taken at the recent wedding of Mr. Leung Shung-hing and Miss Chu Shui-king, showing the bride and bridegroom, together with bridesmaids, groomsmen, flower-girl and page-boy. (Photo: Mee Cheung).



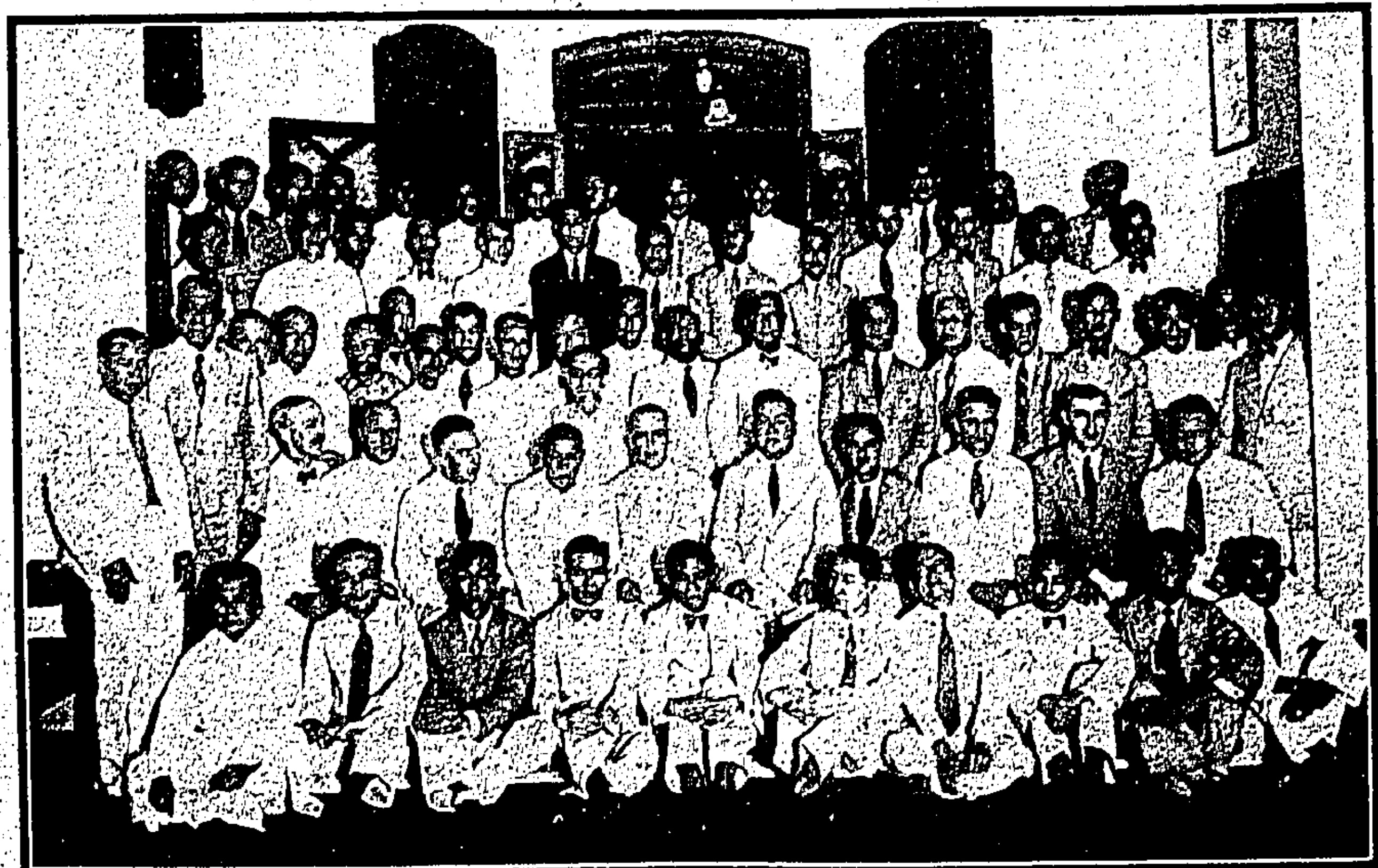
This snapshot, taken at the St. Paul's College bazaar, shows, right to left, the Rev. A. D. Stewart, H.E. the Governor, Lady Peel and the Hon. Dr. S. W. T'so. (Photo: Mee Cheung).



Miss Tassia Goldin, characteristic dancer of the "Montmartre Folies," who shortly appear at the Queen's Theatre.



This flashlight photograph was taken at a farewell social in Union Church, Kowloon, given to Mr. and Mrs. G. T. Layton and their children on their departure for Home after three years in the Colony. (Photo by T. R. Ingram).



Some of the staff of the Hongkong and Shanghai Hotels, Ltd., who entertained Mr. J. H. Taggart (seated in centre of second row) at the Tung Yat Restaurant, West Point, recently, prior to his departure on leave. (Photo: Mee Cheung).



This photograph shows water pouring into the Kowloon Reservoir from the Shatin ridge. It was taken on Monday, when the full benefit of the recent rains was felt. (Photo: Mee Cheung).



The Chinese Athletic Division of the St. John Ambulance Brigade, which won the championship shield at the Brigade's recent annual aquatic sports. (Photo: Mee Cheung).



Building-up Energy and Robust Health



MERRY and happy—full of energy and romping fun—every father and mother delights in this evidence of glorious health.

The energy and vitality children are so prodigal in spending have to be made good from the energy creating elements to be obtained only from a nourishment. The children are growing—physically and mentally—and nourishment is essential for healthy growth.

During the growing years of childhood more nourishment is necessary than ordinary food contains. Children need "Ovaltine" as their daily beverage. For this delicious food beverage supplies concentrated nourishment in an easily digested form.

"Ovaltine" is prepared from the richest of Nature's tonic foods—malt, milk and eggs. It contains a superabundance of the nutritive elements which build up brain and body and create energy and vitality. Make "Ovaltine" your children's daily beverage. Note their increased energy and vitality, and see on their cheeks their glow which comes only from the enjoyment of perfect health.

Children specially need "Ovaltine" at the beginning of the winter. It will build up a rich reserve of health and energy—thus enabling them to resist colds and epidemic infections, and keeping them in robust health in spite of unpleasant winter conditions.

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

[A.P.B. 13]

GRANDSON OF THE KING.

To Enter the Navy in Due Course.

London, June 20.
The Honourable Gerald Lascelles, playing around the gardens of Harewood House with his elder brother, George, Lord Lascelles, may not be thinking much about it, but so far as his parents and grandparents can arrange it, his future career in life has all been marked out for him.

And that is rather important, for the good-looking, lively six year-old boy is the son of Princess Mary and Viscount Lascelles and grandson of King George and Queen Mary.

Will be a Sailor.
Gerald is to go into the Navy, and thus follow the family tradition on his mother's side. When King George was only Prince George, and an elder brother, the Duke of Clarence, was heir to the British crown, he chose the navy



as his career. He loved blue water and loved ships. He expected to spend his life in the navy.

Then his brother died, he became the heir to the throne and that changed everything. But to this day King George is never happier than when aboard a warship. He sent three of his sons to the naval college at Dartmouth—the Prince of Wales, the Duke of York and Prince George.

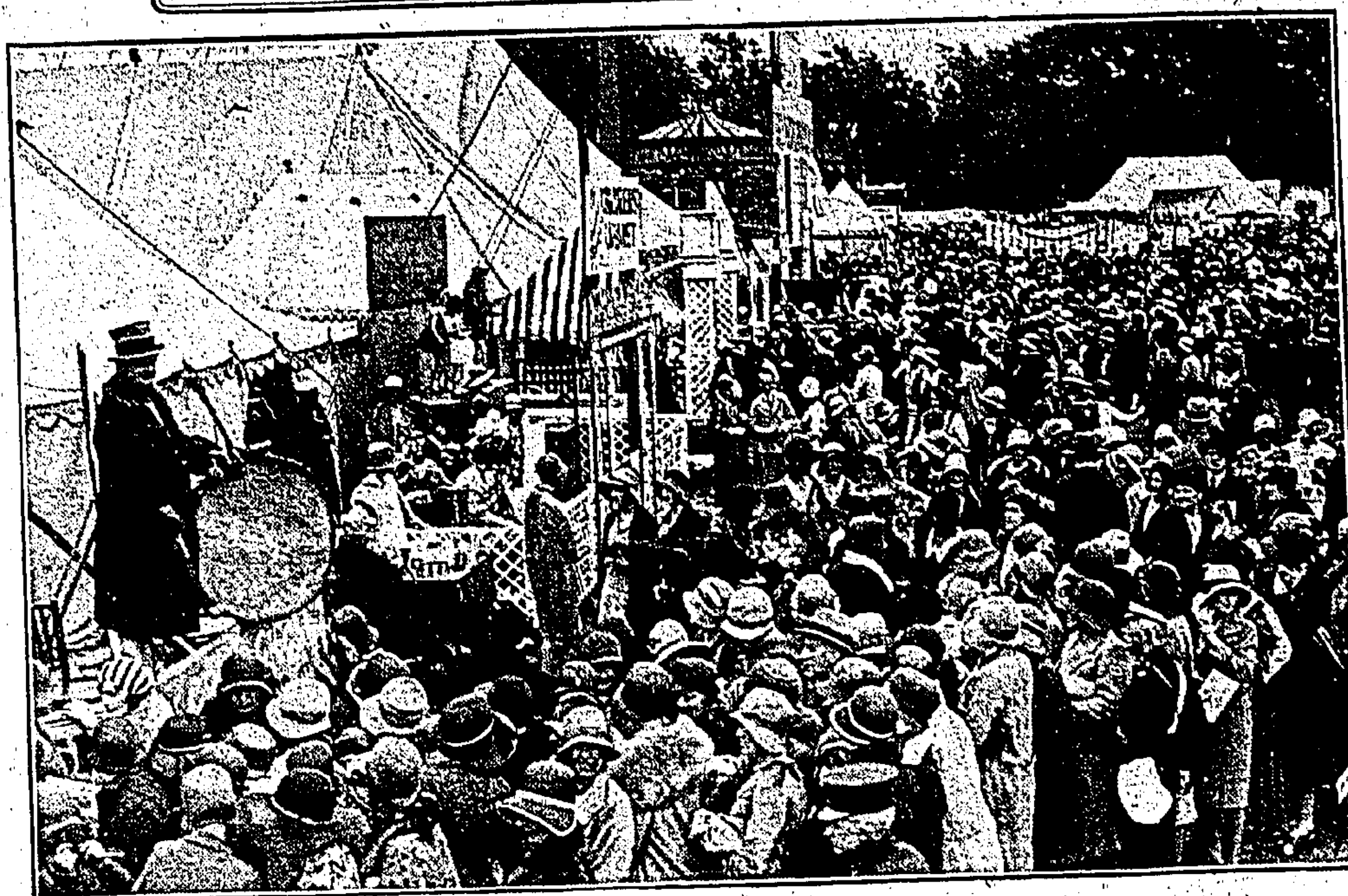
After the Prince of Wales had graduated from Dartmouth and served for some time as a junior officer in the navy, he then went into the army for a period, so that, as heir to the throne, he would know both great services from the inside. The Duke of York did not stay in the navy long, taking more interest in the Royal Air Force. Prince George, like his father, decided to make the navy his career in life. He actually served both in West Indian and Chinese waters, but

some months ago, was reluctantly compelled to retire because of continued ill health.

Gerald Lascelles will thus join a service whose roll books are studded with the names of his royal kinsmen. The British Naval College takes youngsters at the immature age of 13. The idea is to form their character while they are still pliable and impressionable and put the stamp of the navy upon them, teaching them self-reliance, initiative and all the qualities that make for the leadership of men in times of emergency and danger.

As a pupil at Dartmouth Gerald will have no special privileges from his instructors and no special consideration from his fellow pupils. His royal uncle, the Prince of Wales, when at Dartmouth, was quickly and irreverently nick-named "the Sardine" by his fellow pupils because of his small and slender figure. His

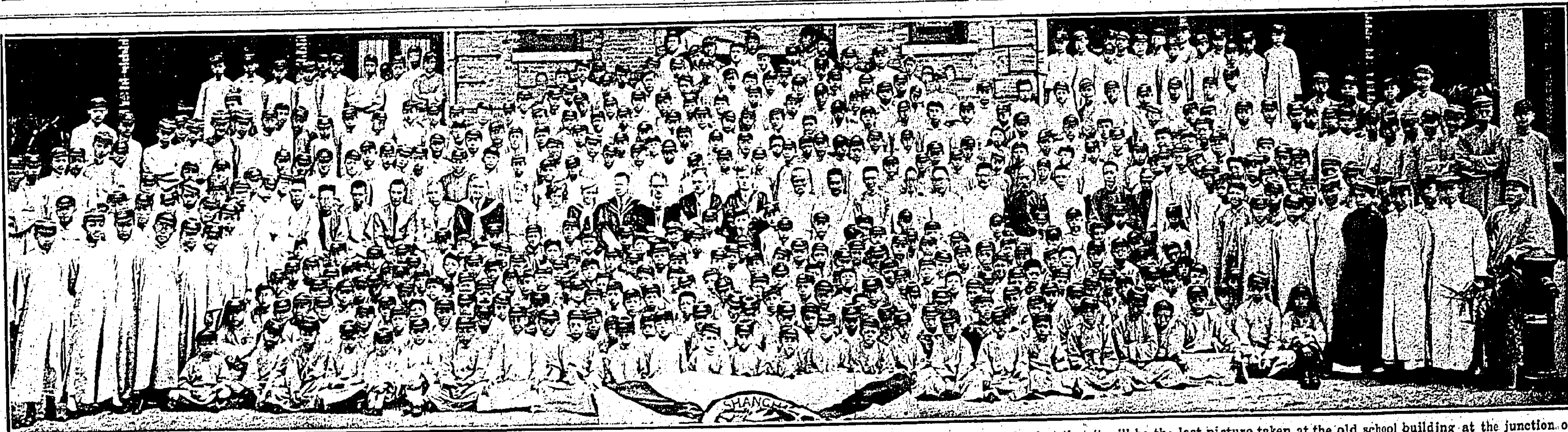
A THEATRICAL GARDEN PARTY.



A general view of the annual Theatrical Garden Party recently held at Chelsea. There were many amusing side-shows run by members of the profession. The queue in the foreground is waiting admission to Sir Gerald de Maurier's production "Grand Giggle," written by Mr. Edgar Wallace. (Times copyright).



Here is shown a novel double study of Corinne Griffith, the popular First National cinema star.



The above photograph, which shows members of the staff and the students at the Shanghai Public School for Chinese, is of signal interest because of the fact that it will be the last picture taken at the old school building at the junction of Elgin Road and Cunningham Road. The school has been located there since it was founded in 1904. Next September, when classes are resumed after the long vacation, the students will re-assemble in a larger building, which is located in Haskell Road. It is intended that eventually this building will accommodate 650 students. Mr. G. S. Foster Kemp is the headmaster at the Public School for Chinese. He will be seen in the centre of the group.



As unbelievable as the scenes meticulously reproduced on a Japanese screen are the tiny, wooded islands, with their scarlet "torii," and the calm blue lakes of Southern Japan. The above photograph gives the traveller an idea of one of the newer resorts, Chichibu-Ura, near Unzen. Chichibu-Ura is situated half an hour's ride by motor car from Unzen and primarily is of interest because of the excellent swimming afforded. In common with many other resorts in Japan, those who enjoy walking will find intriguing paths through the woods. And the woods of Japan are memorable, with their convenient benches, erected at points of particular beauty. There is an excellent motor road from Unzen to this newest of the Japanese summer resorts.

Mid-Summer Jackets

by Julia

Some are as diminutive as the flimsiest of berthas, but they all disguise the sleeveless frocks beneath



I. yellow with contrasting stripes of red and brown is used with new Bianchini print in this spectator sports costume by William Bloom.



III. diaphanous wide mesh pale pink net, cut on flowing classic lines with a removable cape scarf fashions this charming hostess gown.



V. Heim achieves an unsophisticated air by beginning the skirt fullness at the waist in this afternoon model of printed crepe.



IV. Bergdorf Goodman chooses printed chiffon in soft pastels with borders of ivory for a wedding guest frock.



II. Louiseboulanger places a shoulder cape and floating tiered skirt on this chiffon gown of red, green and ivory for country club evenings.

EVERY little warm weather frock in your wardrobe this summer has a jacket all its own, if it is the smart little frock it should be. I should add that many times the jacket becomes a cape. But its function is just the same.

These little complete outfits will save you a peck of trouble. Never any debating about whether or not you should wear a coat, or if so, what coat would go well with it. Moreover, as you jolly well know, the coats you have on hand never seem to be quite the proper topping for the frock you have on in person. Unless, of course, you have had the foresight to guard against this.

FROM the tennis outfit and bathing suit to the garden party attire this summer, look first and foremost at the garb that has its own jacket or cape. Some of these assume the diminutive proportions of a berthas collar.

But you will find that they give you a sense of propriety, make you feel a little bit more lady-like. And after all, what more do you ask of this season's or any season's clothes.

Whether you are an unsophisticated miss of 16 or a sophisticate of 60, you will be enchanted with these little "under-cover" frocks this summer. Remove the jackets, capes or other coverings and see how sweet they are when sleeveless. They assume a party air, with the outer garb removed, and prove the unfailing truth that anything feminine that has a surprise in it is twice enchanting.

I. WHEN you attend the ball game, tennis matches or any other outdoor sports event, dress gaily this July, if you want to be smart. I suggest a little lightweight silk suit made into one of the prettiest spectator sports outfits I have seen. Its colors are unusual, stripes of brown and red against a chartreuse yellow. The skirt is pleated and topped by a plain yellow waist, with a border of large patterned print, one of the new Bianchini prints that are so gay and so lovely. This same print makes a drop yoke on the little cardigan, with a turned back collar, for a feminine touch.

The hat worn with this outfit should be a medium large one. I have selected a brimmed yellow balisun, trimmed with a brown ribbon.

II. IF you are a little bit older and addicted to that delightful pastime of dining at the Country Club and staying on to dance afterwards, a charming cape ensemble in red, green and ivory chiffon solves your problem.

The sheerness of the chiffon, the delicate tracery of the exclusive pattern and the floating tiered skirt and unusual shoulder cape all give you the appearance of floating and just must transmit some of that impression to your own dainty self.

III. WHEN receiving this summer, be a cool hostess, so far as appearance goes. Nothing is more restful and welcome than the sight of a hostess who looks as if having you to dinner means nothing at all in her work life. The right clothes will help you to be just

such a hostess, all too rare in our summer-time entertainment life.

For this occasion, a diaphanous hostess gown, with removable cape scarf, is quite ideal. This one is in pale pink wide mesh net, the newest lacy material on the market, exceptionally cool looking because it is dull finish.

This gown has classic lines and a corsage decoration of a spray of pale pink gardenias.

IV. IF you are invited to a garden party, or a home wedding, consider an airy little chiffon in pastel shades made with wide borders of ivory tulle. It will flatter you, make you look your daintiest, and give you the appearance of perfect ease and peace of mind, it is so lovely.

The print uses roses, blue, pale green and a bit of lavender in its indefinite pattern, against a background of ivory. The skirt introduces fullness below the hips and its deep hem of ivory tulle heightens the airiness of the costume. The little capelet has a deep flounce of the ivory tulle and strings of the chiffon tie in a bow to hold it on with a very charming effect.

With such a costume, a picture hat of fine ivory crin straw for the brim and rose or any other pastel colored straw for the crown is decidedly chic. Banded with a moire ribbon in the crown's tone, it is very becoming and feminine.

V. FOR you who are under 20 and don't aspire to impressing the world with your worldliness, I have chosen a sweet little cape frock that has tremendous style in its fullness, which starts at the waist—a brand-new fashion feature this summer.

It is a dainty little pink, black and white all-over printed crepe on a light blue background. All of the edges are piped in black, a black patent leather belt circles it at the waist and black pumps and a transparent black straw hat, with a diamond and turquoise pin complete the outfit.

There is tremendous chic in the little capelet that ties with its own scarf collar, all piped in black. With this removed the little frock becomes a charmingly youthful model, suitable for afternoon dancing, if you like tea dances. With the cape on, you can feel perfectly garted for almost any occasion.

THE new shoes that go with these stunning outfits are worthy of being accepted into your wardrobe. Two new types of shoes are the summer oxfords and the open shank sandals. The first is hand-laced white kid, with brown, the second moire with satin.

Step into either of these pairs of shoes or any of these outfits and see if you don't feel a little bit more like the lady you want to be. Remember that first and foremost this summer, your clothes must induce that feeling. Next they must flatter you. Third, they must be comfortable and suitable.

These little outfits will do all of these things. Give them a careful look. You can't go wrong by selecting any or all of them for your own.

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Hongkong Telegraph

Pictorial Supplement

July 26th, 1930.

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FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.



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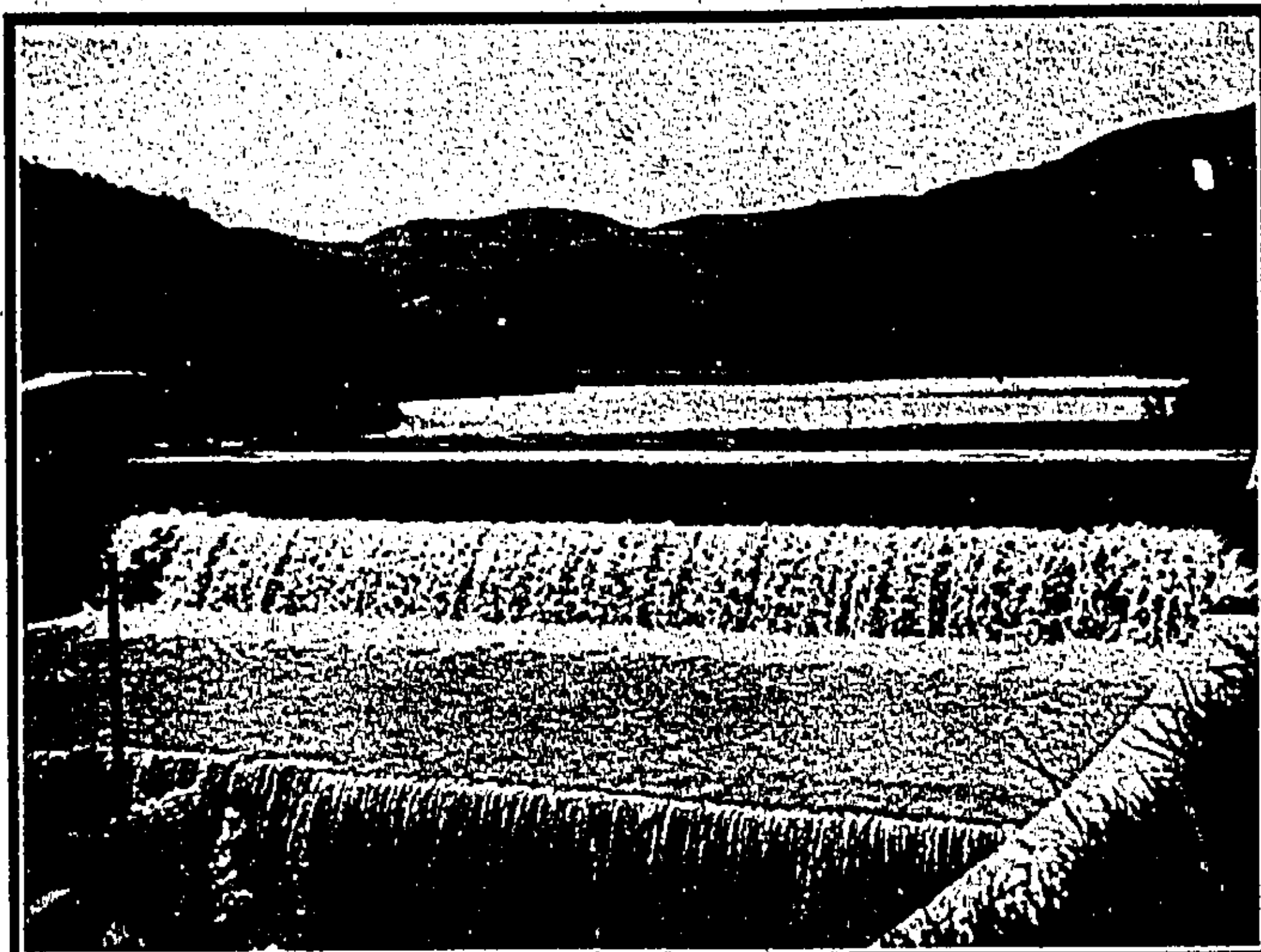
Drastic Reductions

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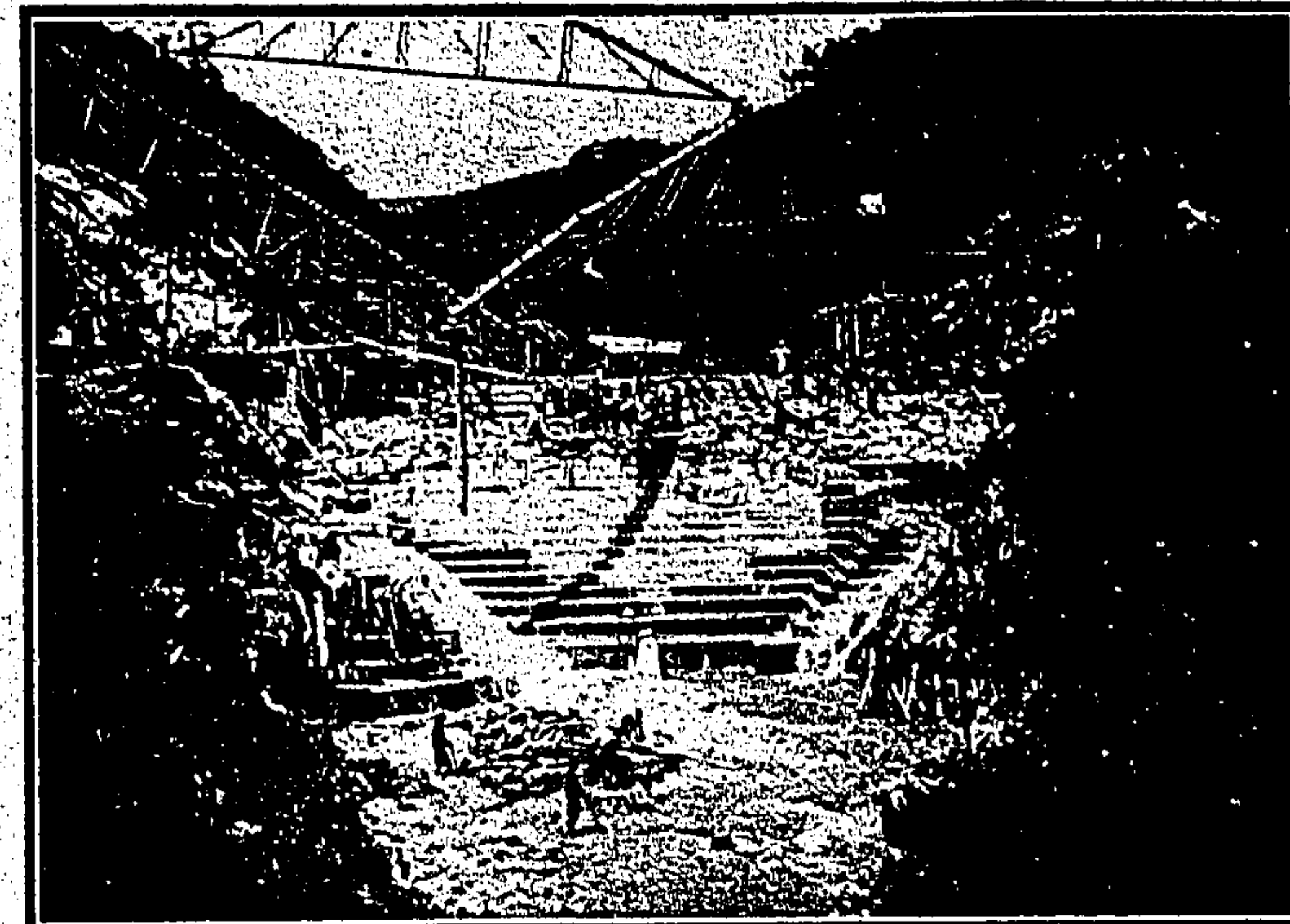
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Come Early to Secure the Best.

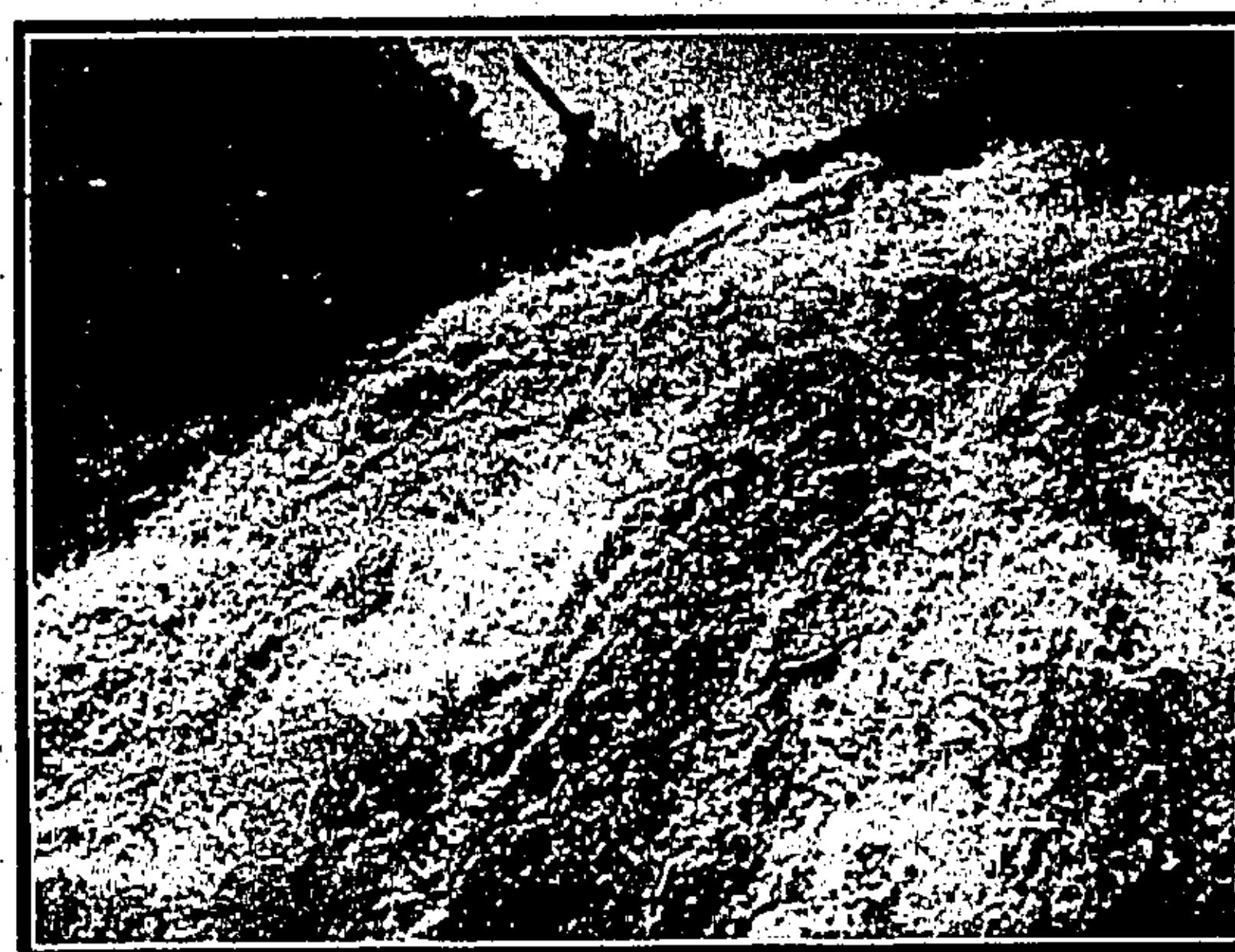
Whiteaway, Laidlaw & Co., Ltd.



Taken on Monday, after the heavy rains, this photograph shows Shing Mun reception reservoir overflowing at Sheklai-pui. (Photo: Mee Cheung).



This photograph gives an excellent impression of the progress being made with the construction of the new Kowloon Byewash dam, which, when completed, will enable huge quantities of water to be impounded. (Photo: Mee Cheung).



An effective picture of water rushing over the rocky face of the hillside when overflowing from the Shing Mun reception reservoir after the recent rains. (Photo: Mee Cheung).



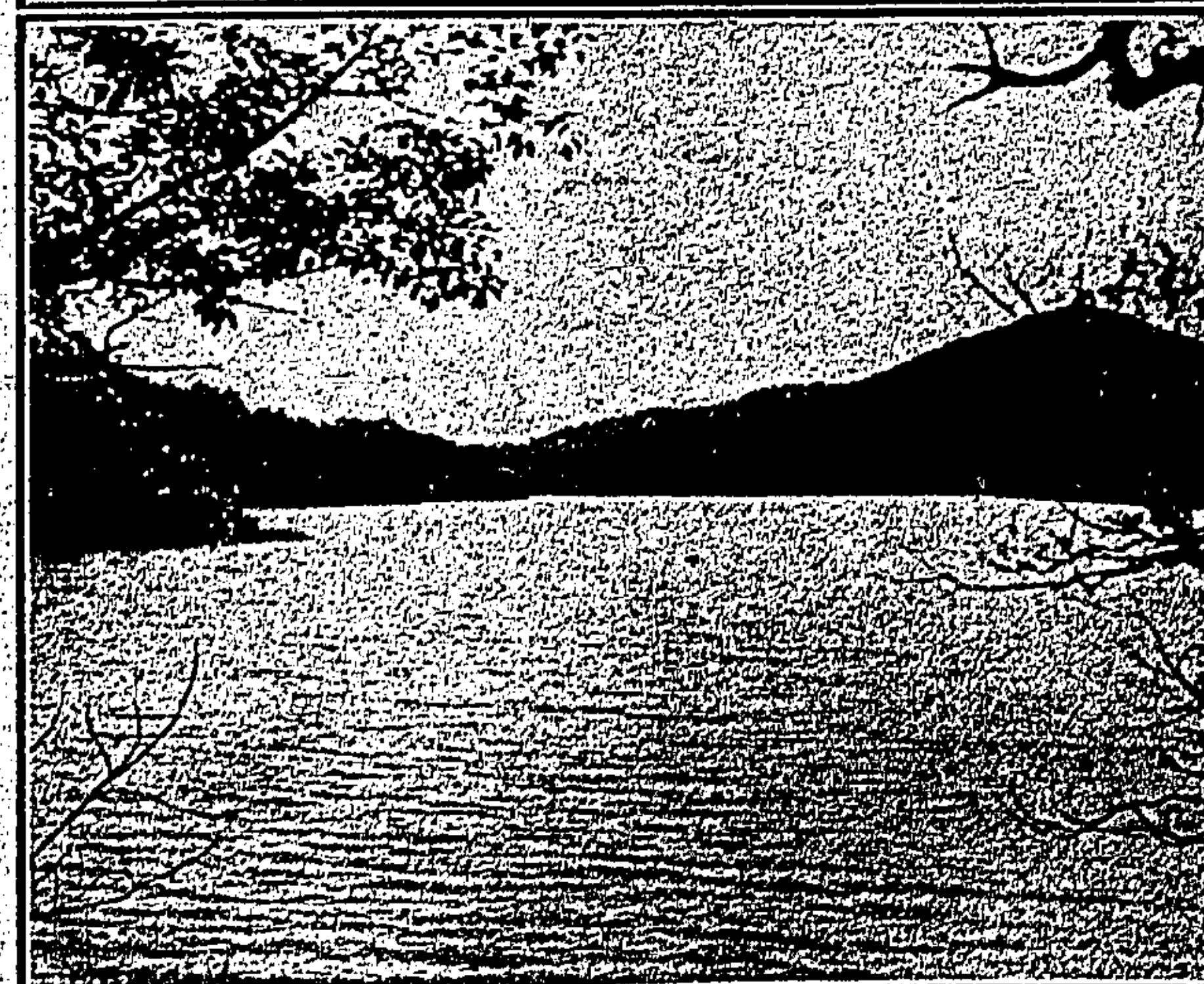
His Excellency the Governor (Sir William Peel) photographed with Directors of the Po Leung Kuk, to which institution he paid an official visit on Friday of last week, being accompanied by the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs. (Photo: A. Fong).



The above group was taken on the occasion of a farewell party to Dr. and Mrs. Seldon at Pak Hok Tung, Canton. Dr. Seldon has been in charge of the Insane Asylum there for over twenty-five years.

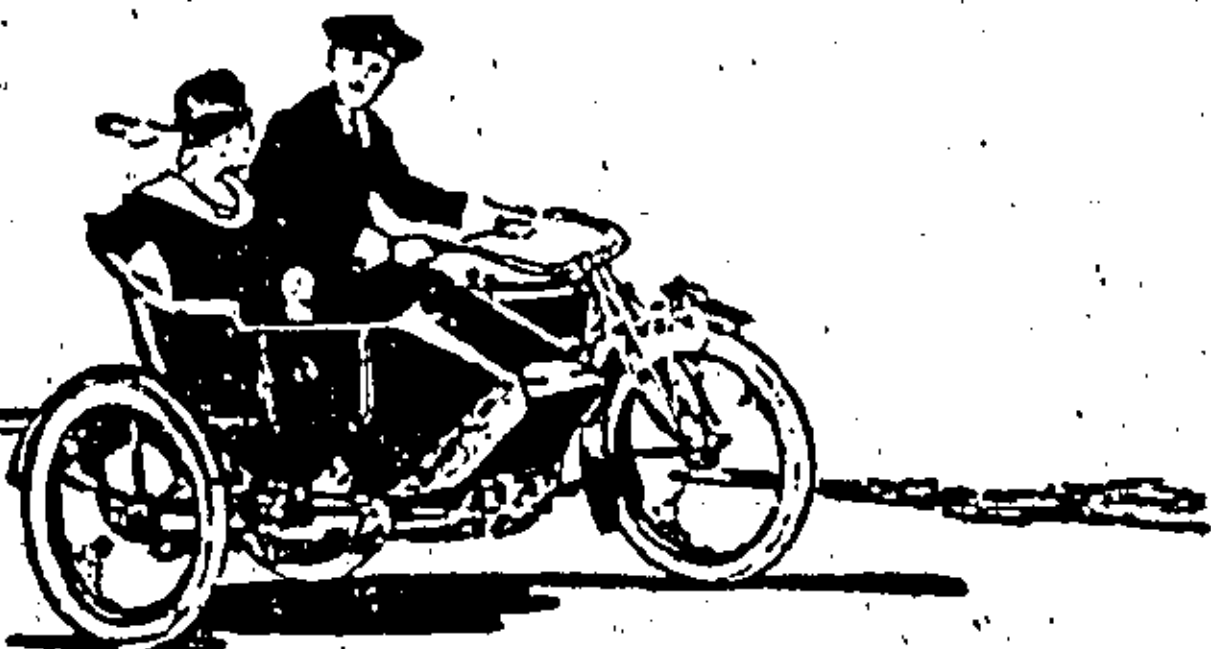


Above is seen the Bund at Canton. Work has just commenced on the reclamation of that part of the river seen in right of picture from the end of the Tai Ping Maloo down to the Kwangtung Electric Supply Company's plant, which can be seen in the distance.

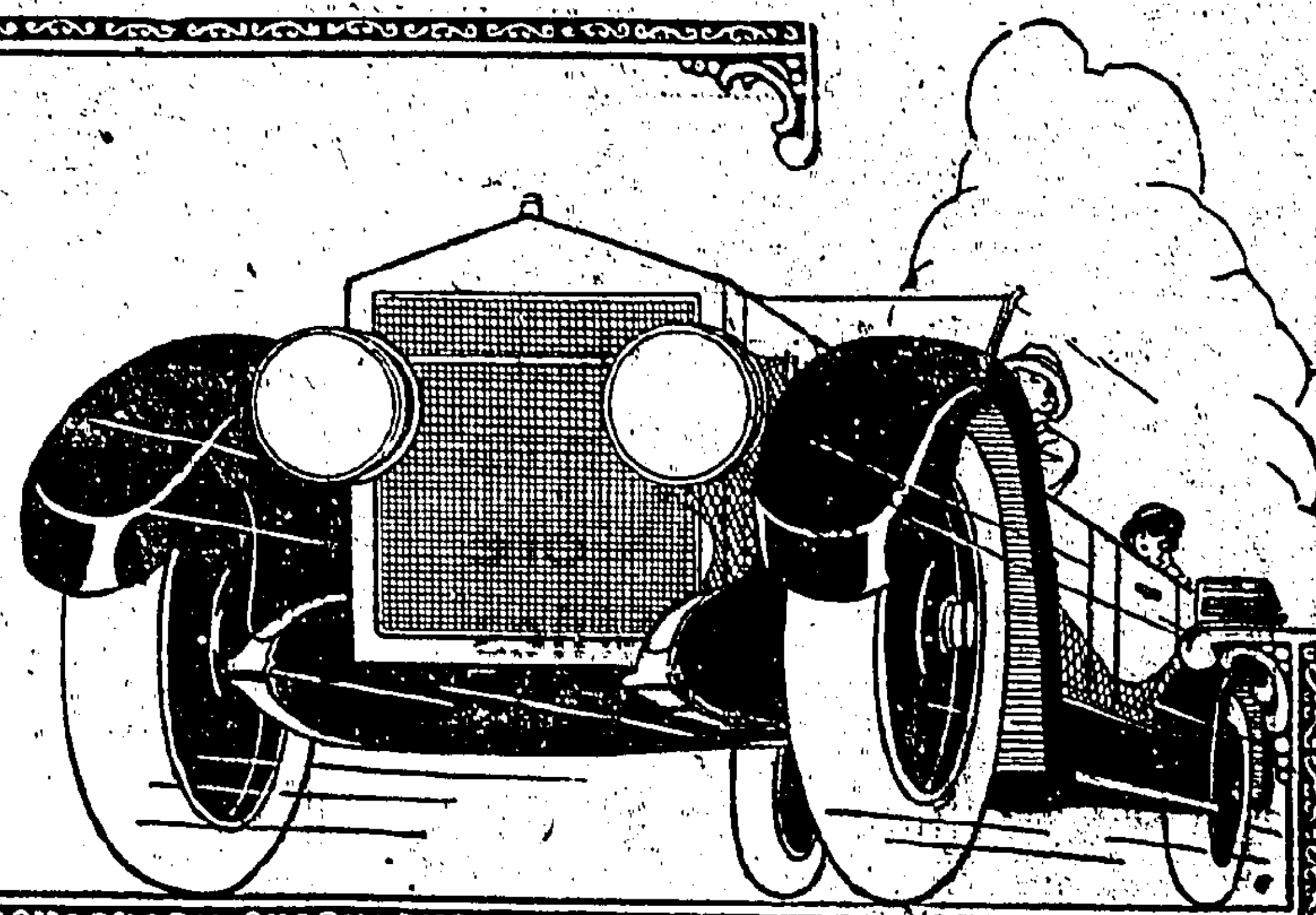


The top picture shows work on the site of the new Kowloon Byewash dam, whilst below is seen the Kowloon Reservoir well supplied with water from the recent rains. (Photo: Mee Cheung).

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 26th JULY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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CURRENT COMMENT

"Look Both Ways."

We have received several expressions of approval from motorists on the suggestion recently made in this supplement, that a campaign should be inaugurated with the object of impressing upon pedestrians the wisdom of "looking both ways" before crossing motor roads. Driving through Hongkong's congested thoroughfares has always been almost in the nature of an ordeal, on account of the habit of people suddenly darting across the roadway, and with the increased traffic, it does seem time that steps were taken to educate the Chinese public in the busier districts.

The H.K.A.A.

Members of the Hongkong Automobile Association, are particularly requested to address all communications to the Honorary Secretary, c/o The Hongkong Telegraph Office, Wyndham Street. The work of the H.K.A.A. is wide and varied, and it is of the greatest assistance if all correspondence is received at the office of the Association. Not only does it aid the routine, but ensures replies being sent out more expeditiously.

Repulse Bay Parking.

Although during the last year or so, parking space on the lower road at Repulse Bay has been considerably increased, there are still times, especially during week-ends, when late-comers find a difficulty in securing space. This is in no small measure due to the fact that some motorists do not endeavour to economise in space, cars being parked at all angles. This wasting space is probably done without thinking, and it is to be hoped a gentle hint now dropped, will have the desired effect. Another matter dealing with the same locality refers to the use of the turning space at the far end of the road also for parking. Notices should be erected stating that that particular space is not for parking, and cars should be requested to proceed to the end of the road for turning.

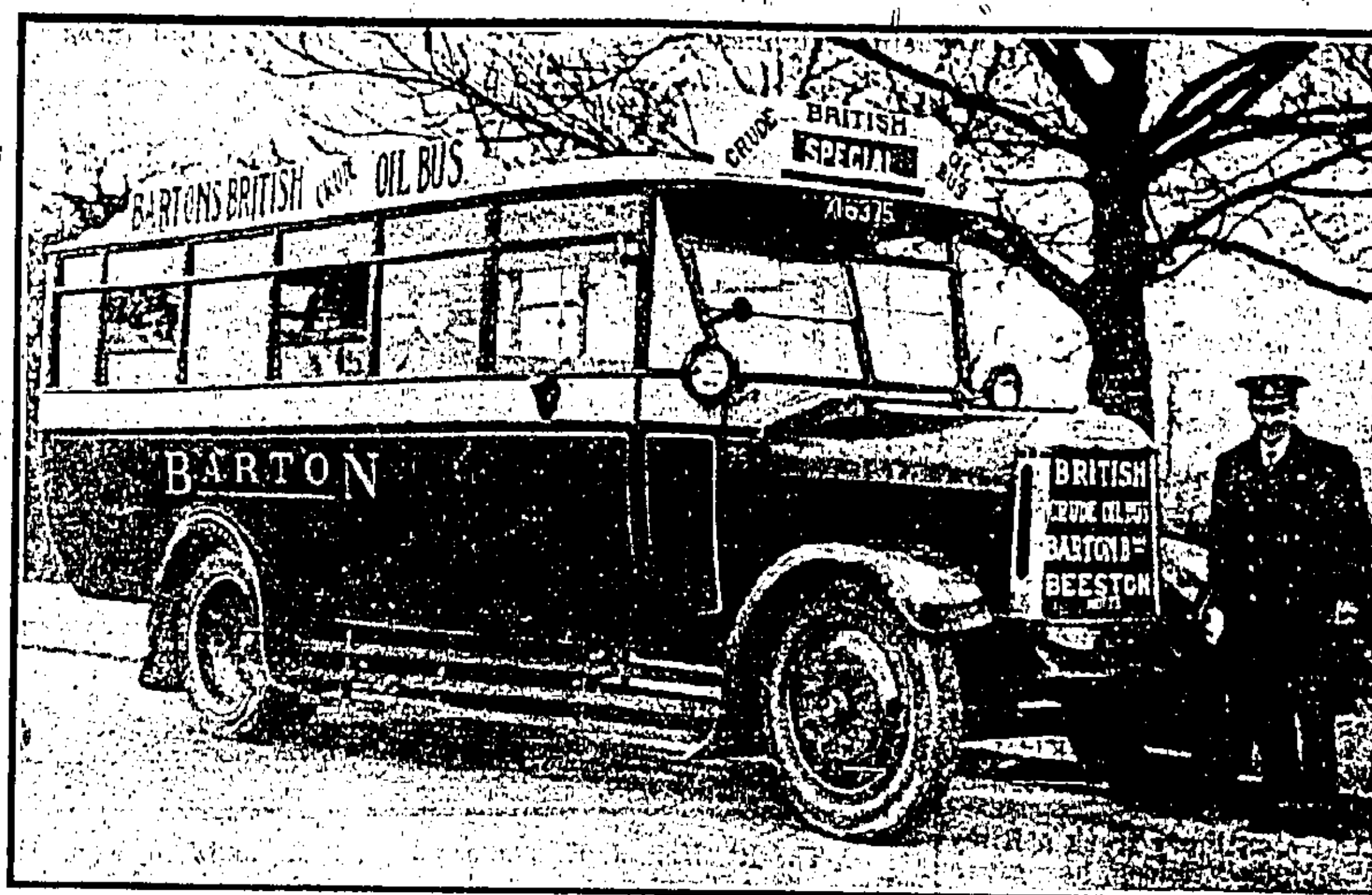
Roads and Trees.

We are glad to see that those trees which constituted such a danger outside the Helena May Institute have at last been removed. As we have so often stressed, although traffic thoroughfares shaded by foliage are pleasing to the eye, the practical aspect must not be sacrificed to the aesthetic. There are other places in the Colony where trees must be removed from the roadways, the one glaring example being the Wong nei Chung Road. This particular route carries considerable traffic, and on account of trees taking up much valuable space, a very real danger is caused. Although there may be a few people who would countenance danger rather than remove the trees, the overwhelming opinion of motorists using such roads frequently is that public safety should come first.

Pictorial Review.

From Messrs. John I. Thornycroft and Co., Ltd., Union Building, Hongkong, we have received a most interesting Pictorial Review of the activities of the firm. Very few names in British industry have been more closely or more consistently associated with Transport than that of Thornycroft. For 70 years the firm's energies have been directed to increasing the means and reducing the costs of transport on land and water, and in the excellently produced Review before us, a most impressive outline is given of the world-wide associations of this vast organisation.

THE DEVELOPMENT OF THE AUTOMOBILE DIESEL ENGINE.



Bus companies and firms operating heavy lorries in England are fully alive to the enormous economy in running cost effected by the diesel as compared with the petrol engine.

The illustration in to-day's issue shows a bus belonging to the Barton Bus Co. in which the petrol engine was replaced by a diesel engine. This engine, which has now been operating for over 1,000 hours' running time and has covered 12,000 miles, was supplied by Messrs. Norris, Henty, and Gardner, Ltd. of Patricroft, Manchester, who are already well-known in Hongkong through their Marine Diesel Engines many of which have been supplied by Messrs. Dodwell and Co., Ltd. for

various ships and launches. The engine in this particular bus is of the 4-cylinder type, developing 38 H.P. at 1000 r.p.m., with a maximum of 50 H.P. at 1300 r.p.m. We understand that this type of engine is started by hand and operated in exactly the same manner as the petrol engine with throttle and accelerator pedal.

Following on the success of their first venture in this new field, the same Company has placed a repeat order and is also installing a 5-cylinder engine which will develop approximately 50 H.P. at 1000 r.p.m. and 63 H.P. at 1300 r.p.m.

The Leeds, Sheffield and Midland Corporation and Messrs. Pickfords are following the

example of the Barton Bus Co. and are each installing engines but of the 6-cylinder type.

We give below comparative consumption figures and running fuel costs, which have been obtained by the Barton Bus Co. on the same vehicle with the two types of engine.

	Miles per Gallon	Fuel Cost per Mile Based on Present Local Prices
Petrol	12 to 15	8.5 cents per mile
Crude Oil	21 to 22	1.2 cents per mile

Experience has shown that the flexibility of the diesel engine is equal to, if not better than, the ordinary petrol engine, and we are looking forward with interest to the appearance of Gardner Diesel Engines in some of the buses operated by local companies.

CHEVROLETS BUILT IN 1929.

Record Output.

Surpassing by 150,000 cars and trucks its previous record annual achievement, the Chevrolet Motor Company manufactured 1,350,000 automobiles in 1929. Due to the tremendous popularity of the six cylinder car, introduced a very ago, 1929 is the banner year in Chevrolet history.

Daily, weekly and monthly production records were broken over and over again during 1929. The most significant achievement of Chevrolet during the year was the placing of a million cars on the road in less than eight months. Although the first Chevrolet six did not go on to the streets until last January first, there were a million in owner operation early last August.

An all-time monthly production mark was set in May, when the Chevrolet factories built 160,895 cars. A new high monthly record was established in every month except January.

The consistency with which Chevrolet production has gained annually in recent years may be noted from the following annual production figures:—

1924	309,000
1925	510,000
1926	728,000
1927	1,001,000
1928	1,200,000
1929	1,350,000

DISCARD SPEED LIMIT.

Twelve states, namely Connecticut, Florida, Indiana, Iowa, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming, have discarded a fixed speed limit and stipulated a rate of speed that is reasonable and proper.

LOCATING TROUBLE.

When the Engine Misses.

USEFUL HINTS.

Most of our automotive instruction books warn us when to have the valves of our engines ground and to see that accumulated carbon is scraped out of the cylinders and that our spark plugs operate properly.

Trouble is we generally forget our instructions before reaching the first 1000 miles, and so we go on driving until the engine balks.

It begins to miss, and we're up in the air for lack of knowing what

to do. Looking again at our instruction book, we find that knowing what to do in this case is rather a simple matter.

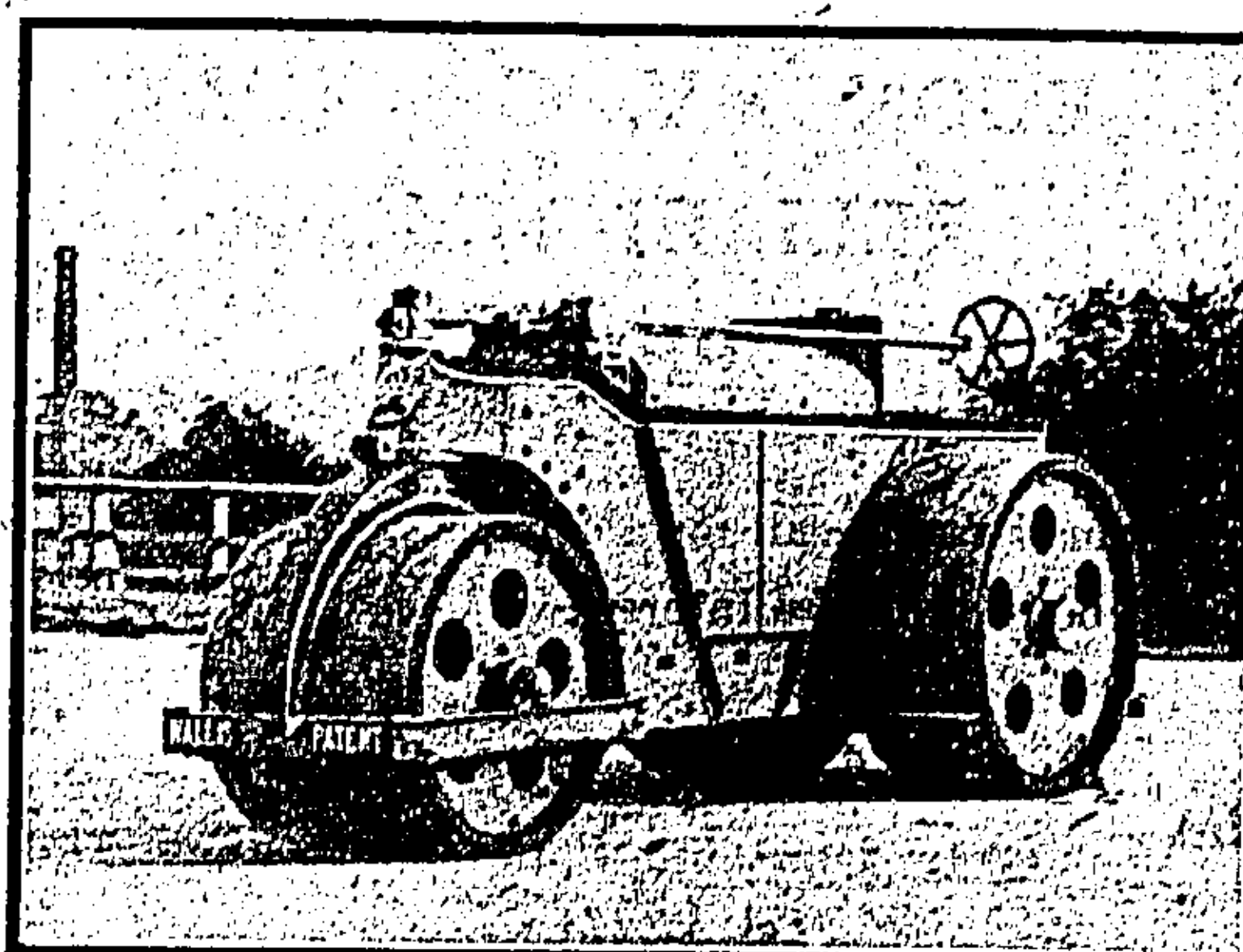
First, to find the miss—or missing cylinder.

That's merely a matter of shorting the spark plugs, in nine cases out of ten. A wooden-handled screw driver is used. It is applied at each spark plug, so that the steel makes a short connexion between the top of the spark plug and the cylinder head.

If this act slows up the motor still further, it is a sign that that spark plug is hitting properly, and the search may go on to the next plug.

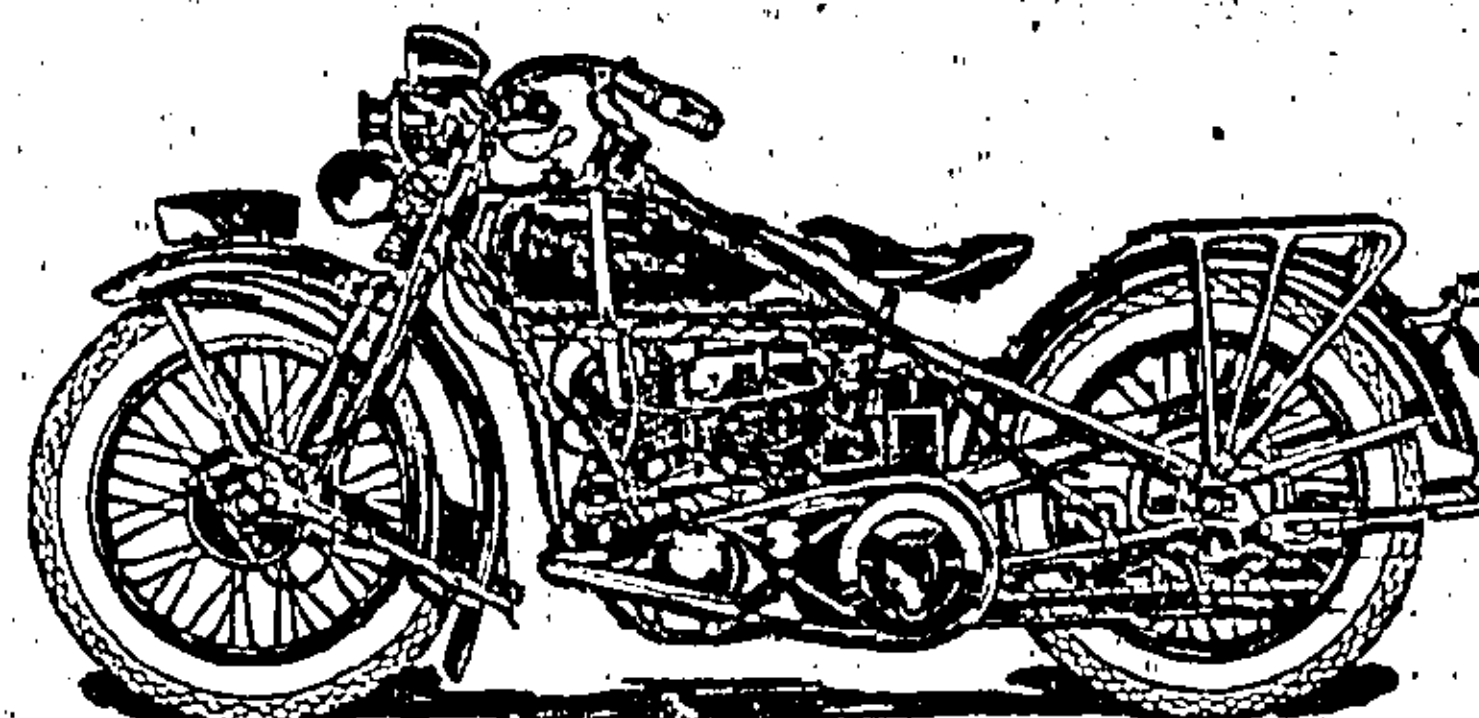
If then is a matter of taking out the plug, cleaning it thoroughly

CRUDE OIL ENGINED ROAD ROLLER.



We are indebted to Messrs. Dodwell & Co., Ltd., for the picture of the road roller shown above. This is yet another example of the growing popularity of crude oil engines being employed in place of older types of power units.

THE WONDERFUL 1930 "HARLEY"



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with gasoline, setting the points so that they will be a thin dime's thickness apart, and replacing it.

If the engine continues to miss, the trouble might be in the distributor. The cables at the casing might be shorted, due to dampness or to the rotting of the insulation. They should be inspected and kept fully insulated from one another.

Sometimes moisture, after a car is washed, gets into the distributor, especially if the casing isn't moisture proof. Mere drying out would correct that fault, but to prevent a recurrence it might be best to pour some sealing wax over the distributor terminals on top.

Otherwise a brush may make poor contact in the distributor or there may be poor contact from rotor spring to centre terminal. Tightening may help, but this part may require replacement.

In case of further trouble, especially if missing is irregular, we might look to the compression. If the car doesn't pull well, it seems to be "slopping" along too easily and there is no "feel" of a pull at the wheel, you may be assured the engine's compression is at fault.

That means, generally, the valves need grinding and reseat, carbon needs to be scraped and perhaps the pistons require new rings. The last, however, doesn't happen often unless the car isn't oiled regularly and is otherwise abused.

If the motor is missing irregular and the ignition is found in good order from distributor to spark plug, the trouble might lie in poor adjustment of the carburetor. A poor mixture might cause trouble.

Carburetor adjustment, however, usually stays put either for summer or winter driving, and should not be tampered with.

WORLD BUS USE.

It is estimated that there are 235,000 motor buses in use throughout the world. Of this number the United States has 92,500.

NEW MONUMENT.

Sunset Crater, volcanic territory within the Coconino National Forest in Arizona, has been set aside as a National Monument by President Hoover. The area set aside contains 3,040 acres.

BIG TAX INCREASE.

Automobile owners in Alabama paid \$14,611,359 in motor taxes during 1929. The tax for 1925 was only \$5,850,000, almost two-thirds less than that of last year.

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MOTOR NOTES FROM GREAT BRITAIN.

(Special Report to the Hongkong Telegraph by R.A.C.)

The tragedy on Lake Windermere. The death of Sir Henry Segrave on Lake Windermere, naturally obscured to some extent the brilliant performance of his boat "Miss England II" which, in the two runs completed before the catastrophe had already established a new record of 98.76 m.p.h. It is believed, too, that this did not represent anything like the maximum speed of the craft, which after further trials was expected to carry the record up to a much higher figure. It is appalling to think that two human lives were lost through the vagaries of a floating piece of stick.

The Rolls-Royce engines in "Miss England II" were largely constructed of Hiduminium R.R. 50, a recently discovered aluminium alloy. This was one of the secrets of the Derby laboratories which brought victory in the Schneider Trophy race last year for by its means each engine unit was lightened and modified until it delivered nearly 2,000 h.p. with a power-weight ratio of 12 oz. per h.p., though originally designed to give 875 h.p.

A feature of this revolutionary metal is that it is not only lighter and tougher than former aluminium alloys, but has many times their resistance to "fatigue" under the stress of heat and prolonged vibration.

Victories on Road and Track.
Once again, the Grand Prix d'Endurance at Le Mans has seen British cars triumph and, on this occasion, take the first four and the sixth places in this gruelling 24-hour road race. The 4½-litre Bentley driven by Birkin put up a lap record at 92 m.p.h. and the winning 6-cylinder Bentley, at the hands of Barnato and Kildston, achieved a new distance record of 2,864 kilometres.

On the Moulthery track a Riley Nine "Monaco" saloon has given striking proof of the progress of the British light car. Driven by Messrs. Eldridge and Eyston, it covered 1,000 miles at an average speed of 67.75 m.p.h.; 3,000 miles at 64.44 m.p.h. and 5,000 miles at 64.39 m.p.h. in all, taking no less than 9 International class G. records. The trial then only terminated because the track was required for other purposes.

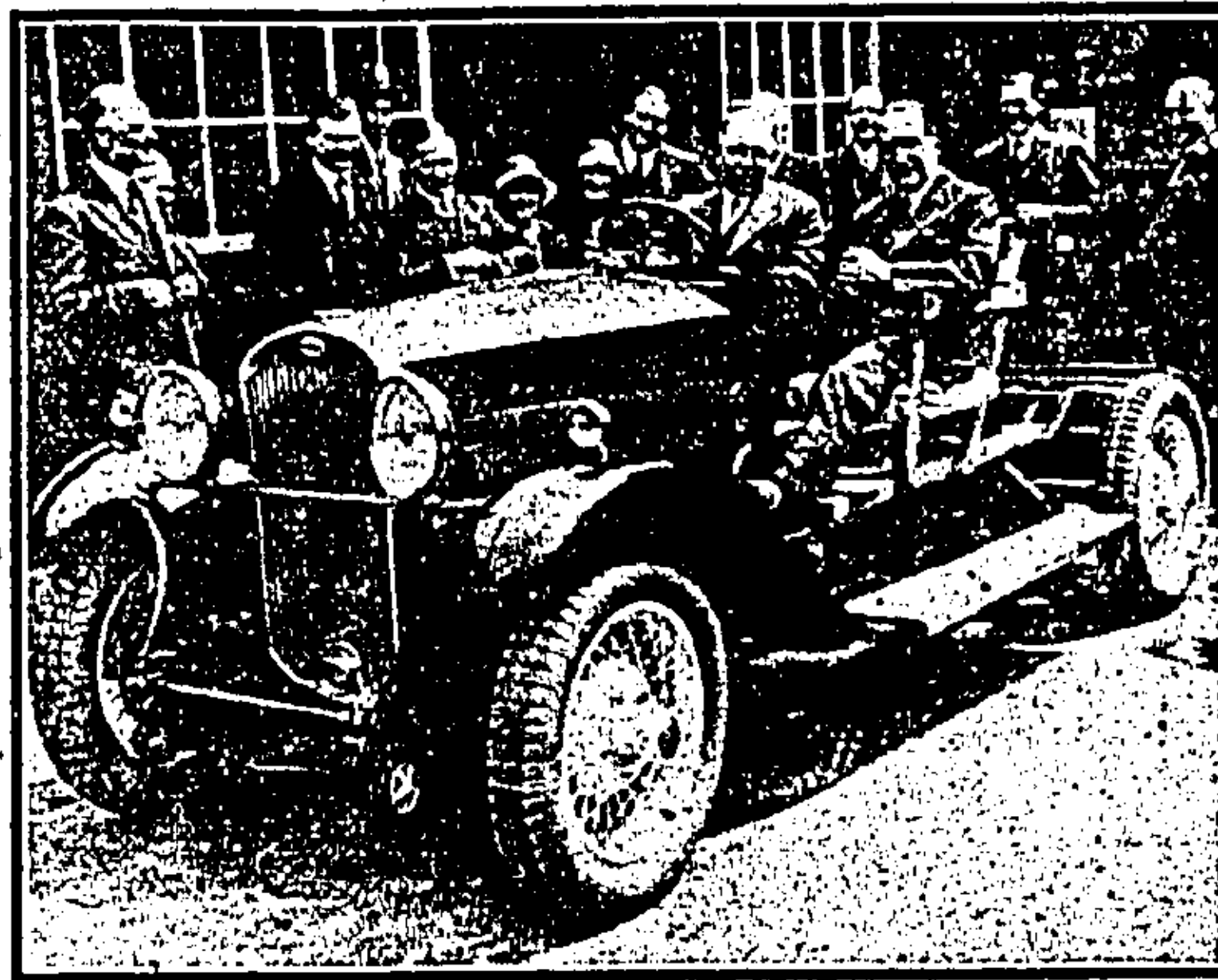
The object was not primarily that of speed, but rather a means of demonstrating the degree of reliability attained. The running of a small engine for long periods, developing sufficient power to propel a standard saloon car at well over a mile a minute constitutes a very searching test.

By the way, Mr. Shippam and his companion, Mr. Dixon, who are doing a "Round-the-world tour" with a Riley Nine will soon be in New Zealand after completing their tour of the United States.

Seeing for Themselves.
Coventry has had some very distinguished visitors during recent

weeks when Mr. J. H. Thomas, the Dominions Minister, and Mr. Stanley Bruce, ex-Premier of Australia, inspected the Humber-Hillman works and, subsequently, 200 delegates from the Imperial Press Conference selected the same works in order to see the models introduced by these concerns and exported by Rootes Ltd., to meet Overseas needs.

Particular interest was shown in the Humber "Snipe," a model which Mr. Bruce owns incidentally, and which will compete in any market with foreign rivals. In a message to the delegates, Colonel Cole, Managing Director of the Hillman-Humber-Commer combine explained that the development of Overseas markets now stood as the dominant influence upon the trend of design and factory development within the group. Plans are in hand to double and treble output and a world-wide service organisation, complete with spares, is being established.



The Rt. Hon. J. H. Thomas P.C., P.M., and The Hon. Stanley Bruce (Ex Premier of Australia) testing a Humber Snipe Chassis.

Vehicles for Life Saving.
Although the automobile has established a very definite position for itself in life saving work, ambulance authorities would, but a short time ago, have looked askance at the use of commercial chassis for their vehicles. Luxurious private types alone were considered suitable.

Nowadays, however, there is so little to choose between private and commercial chassis in the matter of refinement, comfort and safety that the latter actually possess definite advantages. They are cheaper and their ampler proportions allow of roomier bodywork. A Commer, for instance, is the latest addition to the Ipswich Division of the St. John's Ambulance Brigade, and is proving thoroughly suitable, with its 6-cylinder engine, 4-speed gearbox with "silent-third" and low load line which facilitates the stretcher-bearers' work.

The Royal National Lifeboat Institution has adopted the F.V.D. roadless traction tractor, and trailer to overcome difficulties in launching. The tractor is built essentially for traversing soft ground and particular attention has been given to making it as waterproof as possible. The exhaust, for instance, is carried up to a high level through a form of tower which also contains the air intake pipe. A balance pipe connected to the float chamber prevents a partial vacuum forming in the box enclosing the carburettor and consequent petrol starvation. The magneto is also completely protected from the effects of water and ventilated by piping down which air is sucked through the casing and passed by this component.

Fire Engines and Their Drivers.
For teaching the drivers of the London Fire Brigade, the London County Council provide instructional machines, the chassis of which are identical with those used in the construction of motor pumps and tenders, but which carry only a plain lorry body. Two such vehicles have just been delivered by Dennis Bros. who have supplied no less than 155 fire-fighting appliances to the

"Silver Arrow" continues to win golden opinions and has definitely consolidated its position. People are quite staggered by its extreme silence and this feature alone is meeting with its due reward at a time when there is a very definite feeling among the general public against noise. Another very attractive feature is the spring frame which makes road bumps disappear. A great contribution to road safety are the inter-connected brakes, pressure on one pedal applying both brakes. Finger nuts allow the rider to adjust the proportion of the braking effort which is applied to the front and rear wheels respectively to suit his own liking or to deal with varying road conditions.

The Triumph Junior is likely to increase the popularity of motor cycling among women who appreciate that it is a genuine lightweight. After all, it does need strength to balance and "kick-start" a medium-weight machine and, further, the new machine can be ridden comfortably in ordinary every day clothes and is thus most useful for travelling to and from work.

An Adventurous Machine.

In 1927, a certain gentleman in London bought a 550 c.c. Ariel which he used for the next two years, covering 15,000 miles. The machine was then purchased by two Americans who proceeded to tour Britain, Europe and North Africa—a trip of some 19,000 miles for which the average cost per mile worked out at just over a half-penny.

Possibly, however, the sequel is worth recording for when the Americans arrived back in England a few months ago, they had no further use for their machine and reluctantly parted with it—to the original owner, who has decided to keep it!

CAR PARK IN BOAT.

To do away with costly crating in the shipping of motorists' cars across the Atlantic, the French liner Lafayette has installed a "car park" into which cars can be driven and anchored during the trip across the water.

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Hon. Secretary.

O/c "Hongkong Telegraph"

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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SIDECAR CLASSES
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The only two sidecars to win Silver cups and to complete the course without losing a single mark.

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"The BIGGEST THING IN SMALL CARS"

Is the title of very clever article written in the Illustrated Sporting and Dramatic News by Mr. H. Massac Buist, the famous English motoring critic.

At the present high cost of Oils, Gasoline, and Tyres don't fail to call for a demonstration when intending to buy a Motorcar, it will be in your own interest.

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Without its Equal for
ECONOMY, COMFORT,
RELIABILITY and
PRICE.

Opening Up New Markets.
Thornycrofts have for many years past realised the importance of the Overseas markets and their associated company in Singapore has recently completed fine headquarters to provide service for their vehicles and boats and to extend local sales.

In the Argentine, Mr. Roger Thornycroft has been demonstrating a six-wheeler's performance in up-country districts and on one route, where mules take 10 days to transport 3-ton loads, this vehicle carried a 3-ton load of hides in 7 hours.

The Indian Government was one of the first to recognise the great possibilities of the rigid six-wheeler and placed what is probably the largest single order ever given for motor vehicles in the shape of 223 Albions.

A repeat order for 59 of these machines has now been placed, the total value of the two orders being well over £300,000. A special testing ground with artificial "bumps" has been laid out to test the transmission and suspension to the utmost, while the chassis are run on rollers and are surrounded by a form of tent which keeps the air temperature in the neighbourhood of 100 deg. Fahrenheit.

Echoes of the T.T.

This year's T.T. races in the Isle of Man produced unprecedented speeds and created a great deal of enthusiasm among some 100,000 spectators in the island. The Senior and Junior event proved a veritable triumph for Rudge machines, the organisation of the team in the Junior race being particularly fine.

In winning the Lightweight event with his A.J.S. at the record speed of 64.71 m.p.h. A. J. Guthrie travelled nearly a mile an hour faster than last year's winner. The gruelling nature of the race is indicated by the fact that only 13 out of 30 starters finished.

Another A.J.S. was 5th in this race, ridden by J. Lind, of South Africa, who was the only Overseas rider to complete the course.

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In the hands of private owners and experts alike, the Matchless

for Economical Transportation



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INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 60 M.P.H.

Model	Net Weight	F. O. B. Factory Price	Extra	Packed Shipping Assembly, Delivery	Hongkong Price
Roadster.....2-pass.	2,183 lbs.	G\$495	G\$37	G183	G729
Roadster Sports.....4-pass.	2,240 lbs.	565	37	188	780
Roadster Deluxe.....4-pass.	2,240 lbs.	600	49	191	840
Tourer.....5-pass.	2,240 lbs.	495	37	183	720
Coach (2 door).....5-pass.	2,500 lbs.	565	42	233	840
Coupe.....2-pass.	2,400 lbs.	565	42	233	840
Sports Coupe.....4-pass.	2,470 lbs.	555	54	241	950
Club Sedan (4 door).....5-pass.	2,585 lbs.	655	42	241	950
Sedan.....5-pass.	2,585 lbs.	675	42	243	960
Sports Sedan.....5-pass.	2,555 lbs.	725	44	251	1020

Hongkong price includes spare rim Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Bumpers, (18.00) Export Refinements and Bulb Horn (10.00)

INTERNATIONAL SERIES "A D" COMMERCIAL.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 60 M.P.H.

Half Ton Chassis (20 x 4.50 Tyres)	1,740 lbs.	G\$365	G\$37	G498	G\$500
Half Ton Delivery Truck	2,100 lbs.	440	37	193	670

Hongkong Price includes Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Front Bumper (18.00) Bulb Horn and Refinements (10.00).

INTERNATIONAL SERIES "L. R." COMMERCIAL.

R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.
Speed 45 M.P.H.

1½ Ton Chassis (30 x 5 Tyres).....2,435 lbs.	G\$520	G\$40	G\$140	G\$700
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TRAFFIC POLICE TRAINED FOR EXACTING SERVICE.

American School Prepares Men to Keep Things Moving.

DISCUSSION OF REGULATIONS.

[By John L. Voke]

That the rights of a pedestrian are not "the last rites" has been demonstrated anew to some 2,500 policemen who have just completed three-day courses in the traffic and street safety school of New York city's police college. The pedestrian has an inherent right to move when and where he pleases; the operator of a vehicle, only if enjoying a privilege, the attentive officers have been told. The walker's right harks back to time immemorial, to those idyllic days when naught but footsteps pressed the second greensward. Long afterward came crass vehicles digging into the terrain, but only by sufferance and for a fee. Theoretically the distinction continues.

The alleged king of the road, however, is cautioned still to be conscious of "the duty of exercising due care for his safety" as a new State law puts it.

The short-term students, all brought to the lecture room between traffic tours, have heard again the purpose of the Police Department—to protect life and property. The primary function is to protect life; ergo, the pedestrian must be protected. Vehicles, being property, are of secondary importance.

But the danger of trying to argue logically with a moving machine is demonstrated by hospital records. New Yorkers are learning to develop a traffic sense which the officers at crossings must apply continually.

More Days Off Monthly. Despite more days off during the month, the traffic policemen look upon their brother patrolmen with beat somewhat enviously. The feeling has been intensified since the latter were relieved of duty at the station as reserves after hours of duty. Every third week the club-swingers get on a shift beginning at midnight, when the underworld is most active. But from a traffic post the possible danger of a late tour seems not so formidable to men side-stepping

hurling machinery for eight hours. On the other hand, no men are accepted for traffic duty until after they have experienced the strain patrols in the early hours.

In one typical Manhattan traffic precinct, bounded by Twentieth and Thirty-eighth Streets and the two rivers, eleven traffic policemen were injured while on duty during the four months just ended. In several cases taxicabs did the damage. One incident involved a horse-drawn vehicle and a taxi. Another offender was the driver of a pleasure car. A trolley car put one officer on the hospital list. The motorman in a similar instance explained that he thought he could get across without trouble, but the crossing copper, all unaware, knew better when he was swung around with a smack. The policemen have developed a healthy respect for the cumbersome trolley.

A munition explosion put another traffic man in the precinct on the hospital report. A piece of steel dropping from an elevated train struck one of his comrades, who refused to leave his post. In substituting an alleged crazy man on the sidewalk, a crossing guard returned to his post via the ambulance. One of the mounted traffic men got on the casualty list through being stepped upon by his own horse.

Few Deaths.

Comparatively few men on traffic duty in the city have been killed. Last October an officer was crushed between two fire engines. During the same year two motorcycle policemen were killed while racing after speeding automobiles. This year the death roll discloses two more motorcycle fatalities, in addition to a patrolman who was struck down by a motor car early one morning. The course in the traffic school has aimed to stimulate thought about accident prevention and coordination of traffic factors. The

officer has been shown that by turning with traffic instead of backing into it he lessens the chance of serious injury to himself. Balancing the body is shown to be an important factor in alertness. Even the whistle is weighed in the balance and assigned permanently to the left hand.

Courtesy, to which the attention of policemen is drawn continually by placards which Commissioner Whalen has had posted in all their quarters, gets considerable attention in the traffic school scheme of things. Hours are devoted to explaining how courtesy oils the machinery of urban movement. Just as recruits are instructed that the best way to control children on their beats is to gain the confidence of the youngsters. Three dulcet peeps and an unmistakable hand signal to an offending motorist are shown to be more effective and less wearing than loud blasts. Any general craning of necks adds unnecessarily to the hazards of the road.

While the police proceed on the assumption that most infractions of the law are due to ignorance rather than deliberate intent, the school has stressed also the need for policemen to be on firm ground. Of the twenty-four hours in the traffic course, sixteen are devoted to expounding U.P. 47, which is the little booklet of traffic regulations to be had for the asking by citizens at any police station in the city. Eight of the hours are spent in the classroom; the other eight are spent on the streets, a practical laboratory.

Discussion of Regulations. The other subjects in the curriculum dovetail into the discussion of the traffic regulations. In accident prevention, for instance, the officer is supposed to know that an overloaded vehicle may cause trouble. From his post he can see a shift in merchandise invisible to a truck driver, an unlit rear lamp or other potential accident factor. Parking time limits also enter the discussions, with some unofficial comment upon parkers expecting unlimited privileges throughout the year because of a cigar bestowed with a flourish at the Yuletide.

Another subject touched upon is the proper method of serving a summons, that "ticket" which the motorist dolefully contemplates. In many cases the patrolman uses psychology to impress his traffic messages upon the offender. A stern lecture may be followed by a smile and a wave of farewell. But once a summons seems necessary, the policeman is all set to

FRENCH COMBINE.

Merger of Three Concerns.

VIEWED AS PROBABLE.

It is learned that in order to resist the increasingly successful competition of American motor car companies, especially General Motors and Ford, three leading French automobile firms, Citroen, Peugeot and Renault, are negotiating for the conclusion of a working agreement.

Association of these manufacturers, which for a long time was favoured by Citroen and Peugeot, has heretofore been opposed strongly by Louis Renault, founder and head of Renault's.

The success of the new Ford models and the Fordson and Chevrolet light trucks, which are being widely used in France, particularly by farmers, broke the last individualistic resistance of the French manufacturers.

The production of the Citroen, Peugeot and Renault works last year represented three-quarters of the total French output, which is about 300,000 motor cars and trucks a year.

ROAD TRAFFIC BILL.

A long debate took place in Committee on the clause in the Road Traffic Bill requiring the driver of a motor vehicle to carry and produce on demand a certificate showing that the vehicle is insured. It was suggested that it should be embodied in the car licence, but the Minister of Transport held that that was not practicable.

See it though the next day in court. Here again his behaviour and necessary facts are treated in the curriculum.

Special lectures are devoted to hacks, including taxicabs, and drivers. One puzzler the instructor asks—What vehicle without wheels uses the streets? "A horse" is the answer, since the regulations define a vehicle as every conveyance used for the transportation of persons or merchandise, including a draught or riding animal, whether driven, ridden or led—except a baby carriage.

The methods of automobile thieves are revealed by an expert in their detection. A car with its motor humming in front of or near a jewellery store is supposed to stir an officer's suspicions immediately. Truck and merchandise thievery is analyzed; some thieves bring their own truck for the goods; some want only the truck; others are not content unless they can run off with the whole business.

The regulation of traffic by lights, and the mechanism of the lights, which are dotting the city more and more, also figure in the crowded curriculum of the traffic men.

Practical Support. Sceptics about theory have found instructors with long practical experience to back their statements. From Deputy Chief Inspector John J. O'Connell, dean of the college, down. The traffic school is under the direction of Lieutenants James Harton, John C. Meyer and William Turk. The college was installed by Commissioner Whalen in the former candy factory across from Police Headquarters, on the lower east side.

With practically all the traffic men through their school, the staff is turning its pedagogical activities to those desirous of promotion and to men on beats who wish to get into the traffic end. The patrolmen, by the way, are not relieved from enforcing traffic regulations, any more than the officers at crossings are relieved from heeding a call for help.

The items which the traffic men have to review hastily are being studied more exhaustively by the hundreds of young men taking the three-months recruit course in the college, under the direction of Lieutenant John Murray.

In training recruits for traffic work, three essential qualities are stressed: firmness, courtesy and knowledge. "Good judgment" is prescribed in arriving at a decision; this achieved, the officer is directed to carry out with "absolute" firmness his conclusion as to a necessary signal or the treatment of an offender.

Alertness is urged to prevent accidents and violations of signals. Recruits are instructed to cultivate the good-will and respect of careful drivers by close attention to duty, consideration in giving signals and by regulating, advising and assisting pedestrians. Some officers are able to coordinate these ideals for brief periods; some have to retire periodically to near-by corners to determine whether they themselves are coming or going. Otherwise sweet dispositions sometimes crack under the endless assault of vehicles and pedestrians. Shorter periods of continuous duty have been suggested to relieve the nervous tension of bluecoats at busy crossings.

ROOFS FOR PARKING CARS.

Upstairs Bedrooms for Our Cars.

Many imaginative writers have pictured great cities of the future with sky-scraping buildings on the flat roofs of which business folk, shoppers, and pleasure seekers will park their private aeroplanes. The dream, or nightmare, may come true, writes Capt. P. A. Barron, but before this happens it is likely that we shall see car parks on the roof-tops of great stores, offices, and perhaps theatres. Also we shall see in central positions vast garages many storeys high and capable of storing thousands of cars. Already we are familiar with the idea of parking our cars upstairs. We know they can be driven up inclined planes or raised by elevators to the upper floors, and it is evident that as the numbers of cars in our great cities increase the only practical solution of the difficulty of finding temporary parking places and garaging accommodation is by the provision of buildings of many floors, containing an enormous amount of floor space. In no other way can a great number of cars be stored within a limited area.

It is conceivable that the woman shopper of the near future may drive her car into a department store. An electric lift will whisk her from the ground to an upper floor or the roof, and it will remain there while the purchases are being made.

No doubt these wonderfully organized businesses would devise a system by means of which purchases made in any part of the building would be conveyed to the respective cars. The whole matter would be so simple and convenient that customers would not ask firms to deliver any but the larger goods, and this would relieve the roads of many small delivery vans. Think of the convenience to the woman shopper. In wet weather she would enter her closed car housed in a garage which would be an integral part of her residence and could be entered without the owner having to place foot over the threshold. She would drive to the great store and step out in the brightly light-

ed and well-warmed vestibule where lifts would be waiting to hoist her car to an upper storey until it was again required. Theatres, great cinemas and restaurants with roof garages may be designed, and perhaps there may come a day when we shall book upstairs bed rooms for our cars as well as for ourselves in sky-scaring hotel centrally placed in our great cities.

Are these mere dreams? Already in the heart of London's theatreland there are many-floored garages open night and day for the cars of pleasure seekers, so that further developments may surely be expected. Owner-drivers would appreciate the convenience of being able to garage their cars in the buildings in which they must either employ chauffeurs when they wish to go out in the evening, or must undergo the discomfort of having to walk in dress shoes from the garage to the place of amusement. It may be, therefore, that the great haunts of pleasure seekers will some day supply adequate accommodation for pleasure cars.

Parking Difficulties.

So far as the public parking places are concerned, we all admit that they are a great convenience, but there are irritating limits to the time during which cars may be left in them and many of them are much overcrowded during certain hours of the day. In many cases cars have to be parked as closely together as possible, and, as all drivers are not experts, damage to coachwork and wings is by no means uncommon. Backing into the only vacant place in a long rank of cars has caused many a driver more anxiety than he has ever felt when making the final putt on the 18th green which will win or lose for him a club championship. The failure of a motorist to hole out at the first putt may be very expensive indeed. In many parts of London we are in need of more public parking places, and the same thing may be said of nearly all our cities and towns, large and small. Unfor-

tunately it is in the most congested business and shopping centres that sufficient parking places are most difficult to find, and local authorities are faced by many difficulties. Residents in once quiet squares may raise strong objections if their former seclusion is destroyed by the continuous arrival and removal of cars which are no longer allowed to remain stationary for more than a few minutes in main thoroughfares. Shop proprietors, who contribute much to the rates, also complain bitterly that their trade is injured by harassing restrictions which forbid motorists to stop anywhere but at appointed places, which may be at considerable distances from the shops they wish to visit. Motorists themselves, and particularly women motorists, display animosity when they find that the police issue summonses against them for leaving cars outside shops for periods which (seemingly, at least) may be only a few minutes. They say, with much justice, that they are given no warning regarding these regulations, and that there are no directing signs to show where the nearest parking places are to be found. I know one young woman driver who told me, almost with tears in her eyes, that she had been fined, and that some 20 other women motorists had been fined on the same day, in a country town for leaving their cars outside shops, though, until the summonses had been issued they had no knowledge of the local regulations.

The Time Limit.

Certainly, I think they had cause to complain. In streets in which cars are not allowed to stand for more than a few minutes there should be notices prominently displayed, and these should state the time limit, and should also indicate where the nearest official parking places are to be found. In many districts the police have a way of allowing motorists to do much as they like for some months. Then one day it appears to be decided that regulations are to be enforced strictly, and the result is a batch of summonses and resultant fines. It appears that the police consider that a general "round up," which is reported in the Press, is more effective than a few isolated proceedings. They may be right, but it is hard luck on those who are rounded up without warning.

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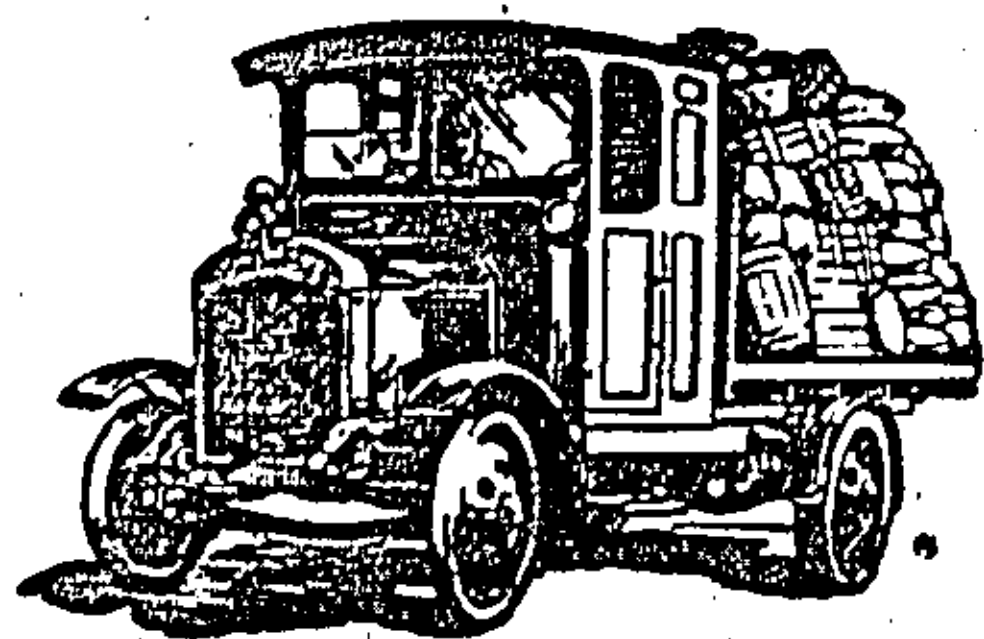
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30 Cwt. to 10 Ton Loads
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Its 3 Major Challenges

Performance
Distinction
and Value...

With a larger, longer, roomier car... with even faster speed... with greater power... with quicker acceleration... in good looks... in real values... in reliability and economy...

The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed?"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. There will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance, and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

The NEW ESSEX Challenger

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BRANCH OFFICE:—486, YAT TAK ROAD, CANTON.

A WANDERER'S RETURN.

How Motoring in Britain Impressed an Exile.

QUALITIES OF BRITISH CARS.

After ten and a half years of undiluted tropical Africa, during which time the largest town I ever saw was Bulawayo, and that only on the occasions of my half-yearly visit to headquarters, it was with considerable excitement and many anticipatory thrills that I found myself in the position of being able to take a "home-leave" last summer, thanks to the generosity of the powers-that-be and the beneficence of the manager of the bank where I garage my pass-book.

During my protracted exile I had never missed a copy of "The Autocar," which was never less than four, and frequently five or six weeks old by the time it reached me; and with the object of keeping myself up to date in motoring matters, and in contact with new models, new inventions, and the latest improvements, and no doubt clutching subconsciously at any link keeping me in touch with Home, I read my copy through from cover to cover, sometimes in the comparative comfort of my own jerry-built house, sometimes on the shimmering bosoms of the great Congo and Kasai rivers, and sometimes in one of the little grass huts that constitute my hunting camp.

Hearing in mind that my last sight of England was of the war-stunned country that I left soon after the Armistice, and my motoring had then, for the previous four years, consisted of promiscuous and often illicit runs on pre-war creaks over vertebrae-shattering roads on the hectic occasions of a few days' leave from the Line, I was prepared for many surprises, partly from my meticulous perusal of "The Autocar," and partly from the remarks I eagerly lapped up from the luckier ones who had more recently been home. Surprises I got, and many, but several that I had anticipated did not materialize, whereas I ran up against others I was unprepared for, which, when you think of it, is rather a way that surprises have.

The First Shock. My first shock, if such a blunt word can be applied, was the home-ly and soothing impression of the

red Devon lands, and the quaint patchwork quilt of funny little multi-colored fields as we slid into Plymouth harbour on a soft summer afternoon, with my mind still bearing the impress of the sun-burned veldt of Rhodesia and the limitless, sweltering forests of the Congo.

Then, after wanting to shake hands with the friendly and affable dock porters, and the friendly and courteous policemen and railway officials, all of whom called me "Sir" (a very considerable shock, this!) I was solemnly impressed by the roar and clatter of the street traffic of Plymouth, which I then, on my first day, thought, amply justified all that I had been hearing of the congestion obtaining at Home. May I repeat that for over ten years my infrequently visited "big town" had been Bulawayo with its 7,000-8,000 inhabitants?

These first impressions gradually faded, but up to the first week of my leave they became completely obliterated. I stayed awhile in Devon, and luxuriated in the sheer loveliness and loveliness of it; after a day or two I found a stout engine and a set of Dunlop-shod wheels under me, and took the road myself. And now—tell me—what, in the name of Mike, are you fellows krouching at?

I had insistently and repeatedly read and heard of road traffic congested to the point of saturation; the officiousness of the police; innocent motorists hounded for speeding; and persecuted for making a noise; cars crushed off the roads by devastating juggernauts of omnibuses; ghastly accidents at every corner; roadhogging rampant; and roads perhaps goodish in parts but otherwise often a disgrace to the advanced civilization of to-day.

Really Well Off.

Well! What do you want? You certainly do not know when you are well off. Have you ever tried driving 600 miles without passing a village, a pub, or an A.A. scout, and that over roads that would make the driver of any army tank hiccup? Have you ever left your car and walked two hours to a

village to find a dozen oxen to pull it through the river and up the boulder-strewn, crumbly precipice on the other side?

Have you ever had twenty-seven thorn punctures in one day, and mended twenty-five of them yourself, the earlier numbers of the series occurring in a temperature of 120 degrees?

Anyhow, that is neither here nor there as regards my glorious motoring leave in England.

I went to London. Traffic here and thereabouts is certainly a bit thick, but moves much faster than I had expected, and is most excellently controlled, and driving there is easy, of common sense and does not get flustered. Again, there are Birmingham and Glasgow, where also the traffic is on the thick side, though considerably slower than that of London, but—less said about them the better.

The traffic congestion, which honestly I was rather dreading, I found to be very much over-rated. Certainly, for my first few days the traffic I encountered in and around towns in August seemed to me rather startling after what I had been long accustomed to; but in the country, provided one avoided arterial roads at week-ends, traffic appeared to be negligible; that is to say, it did not burden the roads to the point of inconvenience.

I went from Totnes, in Devon, to Folkestone and back, taking two and half days over the double journey of 547 miles. By certainly planning my route I passed through only two real towns—Exeter and Winchester—and the traffic was never noticeable. But crossing the Brighton road at right-angles below Hove on an August Saturday afternoon is a nerve experience! It definitely sealed my fixed resolution to avoid such roads on summer week-ends. It appears to me, however, that heavy traffic can be easily avoided by the private motorist if he cares to do so.

A narrow-streeted old county town like Exeter easily gets its traffic congested, but the passage is not a long one, and in the city in question I thought the red-yellow-green automatic traffic signals excellent and splendidly efficient, besides releasing police for other duties.

Wonderful Roads.

Roads everywhere, including secondary cross-country routes, such as I followed on my Totnes-Folkestone run, I found simply wonderful. I spent every available minute on them, and never ceased to marvel at their superbly hard, punctureless, and almost vibration-

less surface, and the extent of these beautiful roads astounded me; countless miles of what I knew as rutty and stony lanes had invariably this beautiful hard, black surface.

I was agreeably, but none the less forcibly, struck with the vast preponderance of British cars—the Morris, Singers, Austins, and their like had in no uncertain fashion ousted the cheap American car from our roads. Watching an endless string of cars on a main sea-side road on a summer afternoon, I found that, seemingly, 75 per cent. of the total was shared between the above makes—a very refreshing sign of the sound common-sense of the less wealthy British owner. This, particularly refreshed me, coming as I do from Rhodesia and the Belgian Congo, where the cheap American car is in a very heavy majority, because in those countries Mr. Everyman knows nothing of, and takes no interest in, cars, and buys merely what a well-prized salesman pushes down his throat, and because he needs the dear old parrot who still cries, "British cars will not stand up to Colonial conditions." For over ten years I have proved that mean to be inherently inaccurate, but the croaker still finds a following, though in diminishing numbers.

It was a delightful thrill to me to see, and stare at, the several cars that I knew intimately on paper, but had never seen. Think, until last August I had never seen a Bentley, Alvis, Arrol-Aster, Armstrong Siddeley, or the new Lagonda! These were not in existence at the time when I left England.

Courteous Police.

I mentioned the police. As for them I can only say that I met with courtesy, friendliness, and an attitude of good-natured tolerance throughout. True, I did not figure in the courts, but, speaking of the men and officers whom I met on the road, I cannot call to mind a single exception to the above statement; and, in view of one or two incidents that came to my notice, how the police retain their civility and imperturbability is a source of admiration and wonder to me. I was frequently surprised at the latitude allowed to motorists as regards speed and noise, and I thought this latitude was governed by an exemplary amount of common-sense.

Traffic had speeded up enormously, and, after my long absence, I found some of the speeds a bit startling; but, taken in general, this was all to the good. It is curious to compare my impressions with the opinions of those who had grown up with the progress.

For example, I read a letter to the Press, written by a driver of evident experience, who said: "In these days, when the roads are crowded with vehicles, driven mostly with an appalling degree of incompetence—" Now, one of my first impressions was the higher standard of driving as compared with what I used to meet before, and the higher percentage, as distinct from actual number, of good drivers that one encountered.

The house in which I was staying in Devon is on a steep and winding hill with a fairly fast approach at the bottom, and I immediately remarked on the number of drivers who (1) dropped into a low gear before reaching the steepest part of the descent, and (2) who made a quick and neat change down at the bottom of the ascent before their cars lost speed. It was a small thing, but, to me, a sharp contrast to the general method of driving that I used to meet with years ago.

Road-hogging, in the form of cutting-in, overtaking on boards, and driving on one's breaks and horn, still existed, but to a far less extent than I had expected.

New Omnibuses.

The omnibuses certainly did flabbergast me, having previously seen only the London type of town bus in and around the cities. Today's huge, luxurious, long-distance coaches were a novelty that intrigued me immediately. I hate them, but apparently they all disappear at the end of August. Also, the small country bus, driven through by-lanes, by a promoted butcher boy, is a bit of a nightmare that no doubt time will ameliorate, and which even to-day is, fortunately, not too numerous but the big, long-distance coaches filled me with admiration. Fast, silent, and generally superbly driven, they must be a boon and a blessing to the populace.

Sometimes during my ten and a half uninterrupted years of tropical Africa I was homesick, dead homesick, but latterly I had felt that Africa was "getting me"; the heat, the eternal sunshine, the feeling of being somebody in an environment of nobodies, I was becoming, perhaps, as the South Africa says, "salted." I even said once: "If I can work a 'home-leave' I shall go just once, but Africa is my real home." I actually said that, which meant that I had been out too long.

Now that I have been home, and revelled in the beauty of it all: the joy of meeting again old friends, with some of whom one had almost lost touch; the joy of recognizing old faces and old scenes, and finding that one was not forgotten—now that I have handled

HINTS FOR CAR OWNERS.

Helpful Advice.

It is sometimes found that the windows are inclined to stick in the felt-lined channels, a trouble which can be cured by running one's fingers, or, better still, a piece of wood slightly larger than the channel, up and down the groove and then applying French chalk to the felt.

The front bearing on the gearbox of my 10 h.p. car was continually leaking oil with the result that the lubricant got on to the clutch, causing very bad slipping. Although the oil-retaining washer on the shaft was a good fit and practically new, I came to the conclusion that oil must work its way past this retainer and therefore decided to fit a second washer. The normal leather oil retainer is held between a brass housing and a ring by means of rivets, and the new additional washer was fitted under the brass housing and extended to the shaft, thereby covering up the hole through the ball-race. Since fitting the washer the car has covered 20,000 miles and has proved so satisfactory that a similar washer has now been fitted to the gearbox rear bearing.

Owners of some Morris cars may have noticed that the brake lever ratchet tends to vibrate when the car is in motion. This can be stopped, it will be found, by a slight pressure on the ratchet lever; for example, that applied with the finger. This effect can be obtained by the use of a shirt coil spring, one end of which is secured through a hole drilled in the lower part of the handle and the other made fast by a small screw tapped in the hand brake lever. Only a weak spring is necessary, otherwise it will interfere with the release of the ratchet.

A cheap and simple device which will help to prevent the unauthorized use or theft of a car can be made by drilling a hole in the clutch pedal arm in close proximity to the floorboard and passing a padlock through it. This will prevent the use of the clutch pedal and will certainly make it almost impossible to drive

the beautiful, almost human, cars of to-day, on the incomparable modern roads, my one hope is that those roads will not be car-saturated by the time I next get home on leave, or by the time I come home for good.

the car. Sufficient, anyhow, to deter a car thief.

The front wings of cars a year or two old have a tendency to flap when the vehicle is in motion. This can be cured by taking a length of steel tubing, just a little longer than the distance between the wings across the front of the car, and tapping both ends. Holes should be drilled in the wings, the rod passed through and bolted up, using leather washers on each side to prevent rattle. It will be necessary to have a nut on each side of the wing in order to make a really satisfactory job.

Owing to difficulty in keeping the speedometer flexible drive well lubricated, I devised the following means to supply oil in a fairly easy manner. One hole was drilled in the speedometer drive casing (3/4 in. diameter) and another in the dash-board. A piece of copper tubing of suitable length was passed through the hole in the dash and soldered to the casing. To the other end of the tube a 1/4 in. nut was soldered and a piece of soft wood driven in, so that it acted as a dust cap. It is now an easy matter to remove the wooden cap and deliver a few drops of oil into the pipe, whence it is fed to the cable.

U.S. FATALITIES.

31,680 Persons Killed by Cars Last Year.

A total of 31,680 persons were killed by automobiles in the United States last year, according to the Motorists Association. This represents an increase of approximately 12 per cent. or 6,780 deaths, over the total number killed in 1928, and brings the grand total for the past ten years to 190,850.

Comparing the automobile deaths to the total number of accidental deaths annually in the United States, the figures show that about one-third of all such deaths were caused by motor cars.

Of the total killed by automobiles last year, 8,408 were killed in the seventy-eight largest cities, having a combined population of 33,000,000. The highest number of fatalities occurred in October.

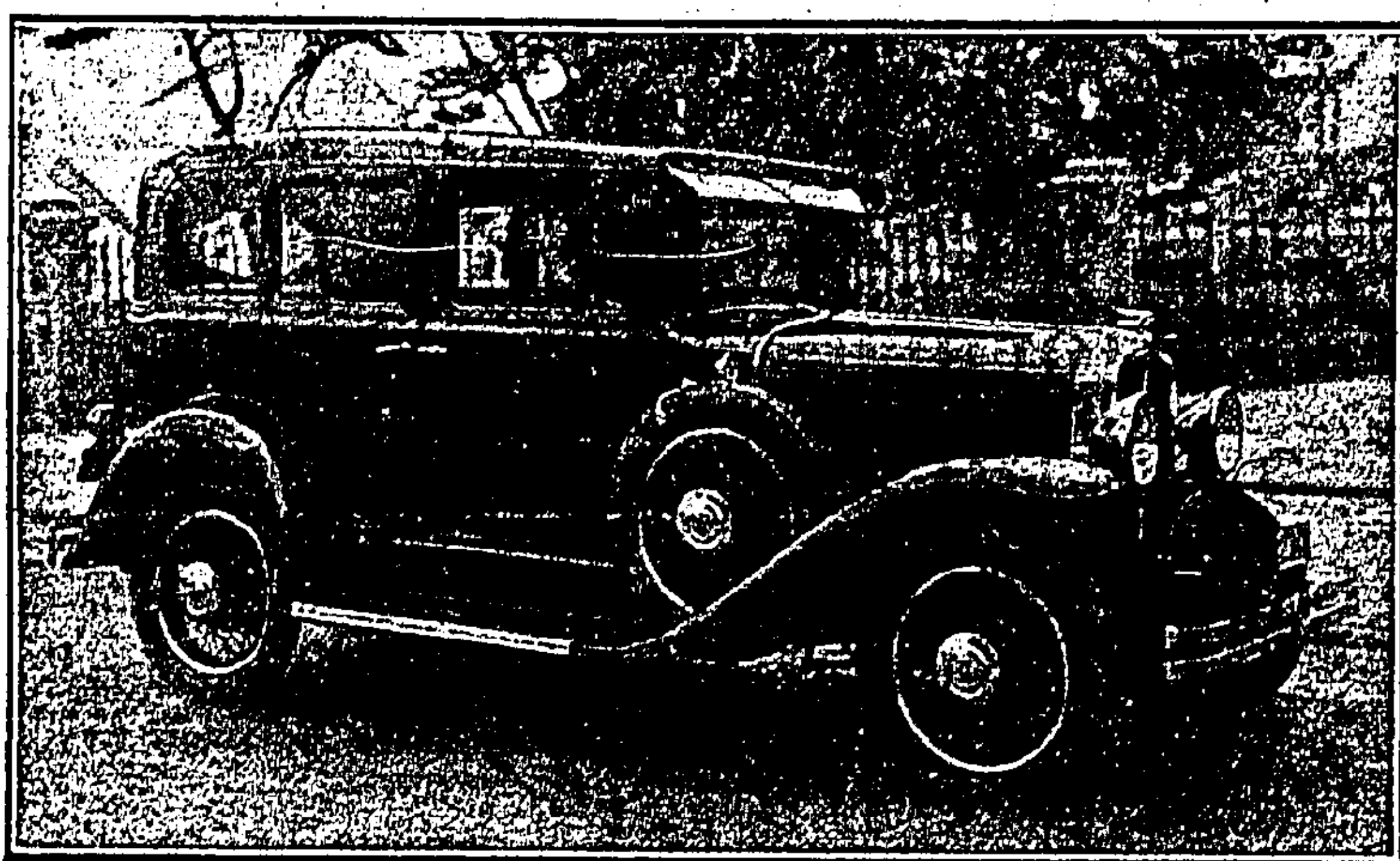
While the increase in fatalities was approximately 12 per cent, the increase in automobile registration last year was only 8 per cent, it is pointed out.

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Fisher bodies expressing the best modern taste. An exclusive non-glass windshield. Exclusive new upholstery, proof against water, dust and wear. Four Leveljoy hydraulic shock absorbers and big Duo-Servo enclosed brakes.

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM

PRINCE'S NEW PLANE.

AN ENCLOSED CABIN AND 100 M.P.H.

SECOND PASSENGER.

The Prince of Wales has ordered for his own use a new type of aeroplane, which will allow him to take even more advantage of air transport for fulfilling his engagements.

The new aeroplane is a De Havilland Puss Moth.

It is the first machine owned by the Prince which has a totally enclosed cabin, and he will be able to travel in it without changing into flying kit. Other advantages of special importance to the Prince are the large luggage space, the high cruising speed, the silence of the cabin, and the accommodation for a second passenger.

In his Puss Moth the Prince will be able to talk with his pilot without raising his voice higher than would be necessary in a railway train—and this, while cruising at 100 m.p.h., or about 10 m.p.h. faster than his old machine.

Another feature of the Prince's new aeroplane will be the air brakes. The machine has such a high aerodynamic efficiency that it glides at an extremely small angle. Consequently, in order that it may be able to land in a small field, it is fitted with undercarriage strut fairings which can be twisted until they are flat against the relative airstream, thus checking the aeroplane's motion through the air and killing the flat glide.

Another modern development is the upside-down engine. The crankcase is on top and the cylinders hang from it. The result is that the nose of the aeroplane slopes downward and through the unsplinterable glass windows an uninterrupted view of the whole countryside ahead and on either side is available.

Also, the upside-down engine has its exhaust pipe running underneath the machine instead of on a level with the occupants' ears. This assists in silencing.

The cabin has two doors, one on either side of the aeroplane, and the roof is of transparent material, so that there is plenty of light in the cabin. For ventilation the windows can be slid open.

FRANCE'S POLICY DENOUNCED.

CRITICISM OF NEW CHINA TREATY.

Paris, July 25. The new treaty governing the relations of French Indo-China and the Chinese Government, is sharply criticised by the *Echo de Paris*, which declares it threatens the stability of Indo-China, and hopes the French Parliament will not lightly ratify it.

The paper contends that to do so would only increase the serious difficulties facing France, and concludes—"The truth is that by his concessions to the detriment of Indo-China, the Foreign Minister is trying to effect a modification of the Nationalist policy at Nanking, which demands the abandonment of our concession at Shanghai, *et cetera*; but nothing will modify Nanking's demands, unless it be the fall of that Government. Moreover, as between Shanghai and Indo-China, it is absurd to decide in favour of Shanghai."—*Reuter*.

DETECTIVE STORY TALKIE.

"TELEGRAPH" SERIAL AT THE CENTRAL THEATRE.

Many of our readers will be especially interested in the next change of programme at the Central Theatre, "The Canary Murder Case," as the *Telegraph* secured the local rights for this thrilling detective story by Philo Vance, and published it as a serial during the latter part of 1929.

At the time of its publication, it was stated that "The Canary Murder Case" was the best selling detective story of the year, and the fact that it has been selected by Paramount Pictures as an ideal play for the "talkies" further adds to the popularity of the author.

The first screening will take place on Tuesday, July 29th.

A jury at Carlisle Assizes awarded £350 damages to Mrs. Florence Edith Nixon together with £100 for her son and £50 for her daughter, against Mr. George Little, of Congress Garage, Carlisle, in respect of the death of her husband. Negligence was alleged against Mr. Little in relation to a motor-car accident which occurred on the night of December 23 to a car which he was driving from Penrith to Carlisle.

BAD COOKING CAUSE OF DRINKING.

ALCOHOL SOUGHT AS REMEDY FOR INDIGESTION.

Bad cooking as a cause of drinking was suggested by Mrs. C. H. Sewell, of Bristol, a member of the Western Temperance League Committee, when she gave evidence before the Licensing Commission.

"Very little pains are taken, especially by young married women, to make meals palatable and wholesome," Mrs. Sewell said, "and the indigestion which often results calls for something that will dull the discomfort. Alcohol is often that something."

Mrs. Sewell added that drinking appeared to be on the increase among women. Factory girls, unable to imitate the Society cocktail devotee, were taking rather kindly to cheap port.

£11 4s. Per Head.

Dr. Alfred Salter, M.P. for West Bermondsey, declared that the poorer the borough and the worse the social environment the greater was the expenditure on drink. After explaining that the borough he represented was the poorest in London, Dr. Salter went on:

"The people are spending far more on drink than they can afford. The amount paid for alcoholic drink in Bermondsey exceeds the amount spent on bread, milk, rent and rates all put together. In 1924-25, the total expenditure on alcoholic drink was £1,335,000. This represents £11 4s. per head compared with £7 4s. for the whole of Great Britain."

"A Disaster." "We are faced with a grave problem in these closely packed districts of inner London," said Dr. Salter, "and I implore the Commission not to make any recommendations which would aggravate the problem by encouraging further drinking. Any extension of hours would be a disaster."

One hope for the future, said Dr. Salter, was that when the modern young man wanted a motor-bicycle, he bought it on the instalment system and did not spend the money on drink. When he was older, the young man of to-day would not, he thought, drift back into "the ways of his forebears."

RAIL CRASH CAUSED BY COINCIDENCE.

"THREE SEPARATE FAILURES" BY EMPLOYEES.

The Ministry of Transport's inquiry into the railway collision which occurred between Culgaith and Langwathly on the L.M.S. line on March 6, when the driver of one train and a passenger were killed and four others seriously injured, has been issued.

The collision occurred between a down passenger train from Helli-ford to Carlisle and a ballast train stationary in Waste Bank tunnel. Colonel A. C. Trench, who investigated the collision, states: "This accident was the result of the coincidence of three separate failures; if any one of these had not occurred the accident would have been avoided."

"The three failures were: Driver Bowser and Fireman Stone disregarded the starting signal at danger; Flagman Taylor picked up the protective detonators before returning to his train; and Guard Proudfoot did not move his ballast train clear of the section before the passenger train was due."

"Some blame must be attributed, though in a lesser degree, to Signalman Wilman for consenting to an irregular and improper movement of the up distant signal, an arrangement which led to the misunderstanding by Guard Proudfoot."

"The case reveals a regrettable laxity in the observance of various regulations, especially those concerned with the safety of ballast train operation."

Commenting on the shock absorbing buffers on the passenger train, Colonel A. C. Trench states that their action must have been of material value in reducing the results of the collision.

EMPRESS OF JAPAN BAND.

BROADCAST FROM MANILA THIS EVENING.

The Canadian Pacific Steamships, Ltd., have received a telegram from its Manila office regarding the band which has been engaged for the new luxury liner Empress of Japan.

This states that the band is sailing by the President McKinley on August 2nd for Hongkong, and that it has successfully broadcast for the Radio Corporation. The performance is being repeated from 5 to 7 p.m. to-day (Saturday) on long wave 485 and short wave 31 metres. It is suggested that local radio fans should listen for this broadcast.

BLIND MAN IN A NEW WORLD.

SIGHT AFTER THIRTY YEARS OF DARKNESS.

SPECIALISTS FAIL.

A man whose sight has been almost miraculously restored to him after 31 years is looking upon a new world that is stranger and more wonderful than he had ever imagined.

He is Mr. J. F. Fish, a well-to-do New York business man who, while on honeymoon in 1899, was struck by a falling tree, an injury blinding him by paralyzing the optic nerves. For three decades specialists were engaged in vain attempts to restore his sight, Mr. Fish spending £10,000 in the quest.

Wife Faints with Joy.

While sitting at home listening to his wife reading, vision suddenly returned to the left eye. It was veiled, but sufficiently strong to enable him to recognise objects.

"A wonderful thing has happened, my dear," he exclaimed. "I can see you again."

Mrs. Fish was incredulous, but when her husband was able to identify objects in the room, she fainted with joy.

"How different my wife seemed from what I had expected," said Mr. Fish, describing the new world he had discovered. "All these years I had retained the image of her as she was when a girl, but she's more beautiful to me now."

"Friends of a lifetime almost bewildered me, now I can see their faces. I feel like a visitor from another planet—all at sea. The only things in the world that remain the same are the flowers, the trees and the sky. Everything else startles me."

Unrealised Perils.

"I was astonished not to find women wearing bustles, or men with side-whiskers, as they were when I lost my sight. I wondered what had happened to the little horse-cars that used to run on the streets. I'm appalled, when I see the height of the skyscrapers and watch the traffic tearing about, to realise that this is the perilous city I've been living in all these years."

"I knew about all these changes, of course, and discussed them, but never actually realised them till now."

Despite the handicap of lost sight, Mr. Fish has made a success as a teacher and business man. It is hoped that the restoration of his sight will be lasting.

The Pope gave audience to Cardinal Pacelli, Secretary of State, at the customary morning conference, and said: "We are informed that a section of the British and American Press is reporting us as a very sick man. Let this report go unrefuted, but should those newspapers insist, then please make it be known that the Pope seldom worked so hard as at present. Work makes us feel as we felt after climbing mountains. The harder the climbs were the better, because we felt better afterwards. Work stimulates our energies and stimulates us to do more."

THE DOG LEFT IN THE CAR.

PASSER-BY STRUCK BY BROKEN GLASS.

The suggestion that it was dangerous to passers-by to leave a dog unattended for any considerable time in a motor-car parked in a street was made during the hearing of a case in the King's Bench Division.

Mr. Oliver George Fardon, a draughtsman, of Vivian-road, Wembley, Middlesex, was suing Mr. and Mrs. S. Harcourt-Rivington, of Langham-street, W., for damages for personal injuries.

Mr. Fardon's case was that he was walking in Somerset-street, Oxford-street, W. in April last year when an Alfordale in Mr. and Mrs. Rivington's car, which was parked near the kerb, smashed the glass panel. A splinter of the glass cut Mr. Fardon's left eye which had to be removed.

It was alleged that Mr. and Mrs. Harcourt-Rivington were negligent in leaving their dog unattended in the car for more than an hour.

Mr. and Mrs. Rivington denied negligence, and said that Mr. Fardon brought the injury on himself by testing the dog.

Mr. Fardon denied this. Mr. Martin O'Connor appeared for Mr. Fardon, and Mr. T. Eales, K.C., and Mr. Wilfrid Bennett for Mr. and Mrs. Rivington.

Docile Dog.

Mr. Eales for the defence, said that the dog was docile and used to being left alone in the car.

Mr. Harcourt-Rivington stated that he could not understand why his wife was joined as a defendant. The car and the dog were his. Since the accident the dog had mysteriously disappeared.

Mr. Justice Talbot dismissed Mrs. Harcourt-Rivington from the action. He said, in his summing-up, that the chances of a similar accident happening again, were about a million to one.

The jury returned a verdict in favour of Mr. Fardon and awarded £2,000 damages. Judgment was entered accordingly, with costs against Mr. Harcourt-Rivington. A stay of execution was refused.

TO BE SOMEONE ELSE.

(Continued from Page 6.)

burg tells us. It was sunset time and Lincoln had his back to the sunset. And he met another driver with a two-horse wagon. Both knew whoever turned out would be up to the hubs in mud, almost sure to get stuck in the mire. "Turn out," the stranger shouted. "Turn out yourself," called Abe. The other fellow refused. Then Abe, with his back to the sunset, began to rise from his seat in the wagon, rising and rising, his tall shape getting longer and longer against the setting sun, and saying, as his form lengthened, "If you don't turn out I'll tell you I'll do." The other shrieked, "Don't go any higher. I'll turn out." And after he had struggled through and passed Lincoln, he called back, "Say, what would you have done if I hadn't turned out?" Lincoln answered, "I'd have turned out myself."

A bit of good sense and self-endavour may prove the best means of conquest over this strange desire of everyman.—R. M. B. in the *Christian Science Monitor*.



"Well, of course, I don't do business that way as a rule—but if you'll be sure to send me a cheque as soon as you get back from your honeymoon—"

The Very Idea!

Gentleman (to porter at railway station)—"Can I get any liquid refreshment here?" Porter—"No, sir, only tea and coffee."

The minister having for some reason failed to appear at the hour for service at a church in a Highland glen, one of the elders, a sheep farmer, entered the pulpit to conduct the service.

He got through the preliminary exercises without mishap, and then gave out the text—"I am the good shepherd." Three times he repeated the words, "I am the good shepherd," but could proceed no further.

"No, no, Donald, you better come down," said a member seated in a front pew; "you're just a common sheep like one of ourselves."

Caretaker (to absent-minded Professor)—"You've made a mistake, sir. Your lecture for tomorrow night, though judged by the tickets we've sold, you might as well give it now."

"Do you want a plumber, lady?" asked the man with the tools.

"Do I want a plumber? I wrote last April," exclaimed the lady in indignation.

"Wrong house, 'Arry. Party we've lookin' for wrote last March."

Oliver Wendell Holmes once perpetrated an atrocious pun when asking Abraham Lincoln to respond to a toast at a small impromptu dinner.

All the gentlemen were in dress suits except the distinguished guest, whose first words were—"I make the same plea, gentlemen, in extenuation of my dress as I do of that joke you have just heard; it is Holmes' pun."

"W'y, mate," said one navy to another, "wot's that yer eaten—a bloomin' rollin' pin?"

"No, Bill," said the other, "it's a pie. The missus is away, so I made it myself."

"But w'y did yer make it so long?"

"Well, 'ow the devil else d'yer think I could get the rhubarb into it?"

An English gentleman and his daughter were spending a holiday in the Macdonald country. One day while out fishing they were caught in a sudden downpour of rain, whereupon the gentleman asked the girlie who accompanied them whether he could get a macintosh for his daughter.

After a few moments of profound consideration the girlie replied—"Weel, sir, I'm no' very sure that I could get a Macintosh for her, but I think I could get a Macdonald."

A MODERN DON QUIXOTE.

BEFRIENDED A BOY DESERTER.

A quixotic naval commander who so sympathised with a drummer-boy deserter that he took him for a holiday to his estates in Yorkshire, was bound over at Marylebone and ordered to pay 20 guineas costs.

Accused was George Bryan Palmer (45), of independent means, and whose address was given as the United Services Club, Pall Mall.

A solicitor said that in 1928 a 14-year-old boy named Robert John Williams enlisted and was posted as a drummer to the King's Own Yorkshire Light Infantry. In May, 1929, he deserted, and in June, wearing a civilian suit, he met Mr. Palmer late one night in Edgware-road. Mr. Palmer next day saw the boy's parents in Wilkins-street, Clapham, and on being told the lad was a deserter he said he had plenty of money and would go to the War Office and try to buy the boy out.

The Time of his Life.

He did go to the War Office, but next day he took the lad to Yorkshire for 10 days. Later the boy disappeared from London and was arrested at Brighton for larceny. Williams was bound over and was discharged from the Army.

Mr. C. Humphreys, counsel defending, said Mr. Palmer realised that he had acted foolishly. He had been interested in boys' brigades and boy scouts since he left the Navy. This boy was very miserable, apparently out of work and in tears when he met him; and rather quixotically he gave him food and money and promised to try and get him out of the Army. The boy said he had not had a holiday for years, so he took him to his large estates in Yorkshire, bought him a cricket bat and a shot gun, turned him out among the village children, and gave him the time of his life for ten days. Then he brought him back to London and said, "Now go back home and give yourself up and take your punishment like a man." Instead of that he disappeared.



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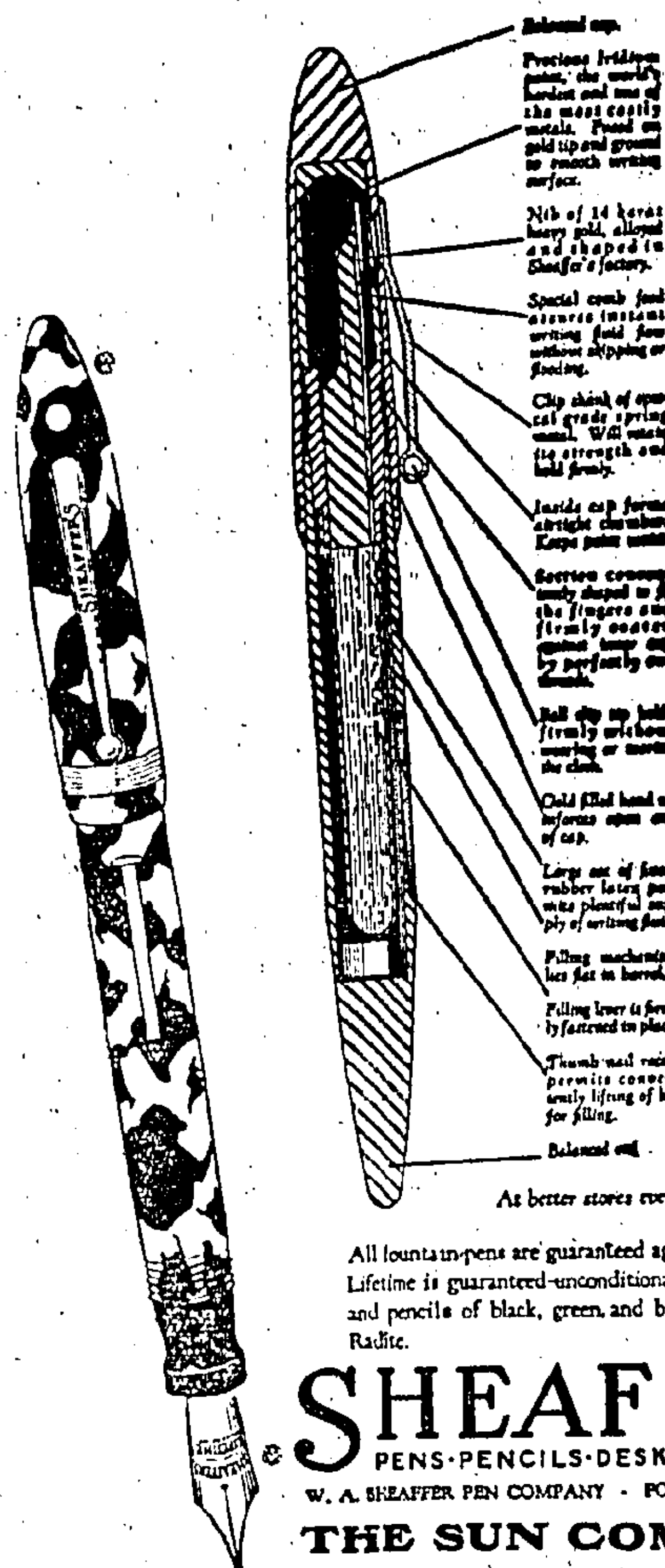
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WATER-POLO LEAGUE.

A WIN FOR CHINESE ATHLETIC.

Wider knowledge of the finer points of water-polo gave the Chinese Athletic the victory over Kowloon at the V. R. C. last night. The European team had much more to do with the ball, but could not put it to such advantage as the Chinese who knew too much for Kowloon, and a vigorous contest ended with the scores two-nil in their favour.

Periodically there were flashes of what the Athletic team really are; fast, pretty passing, swift swimming and all-round heady tactics. Apart from this there was nothing outstanding except the superb goalkeeping of both G. Angus and Chan Sik-pui. The latter was always there to every hot one that came along.

It was actually another illustration that Kowloon cannot hope for anything until they adopt some systematic training; the lack of experience in their young players stood out against the well combined moves of the Chinese. Chun Kam-cheung and Choy Chak-lau were the goal scorers. The teams were:

Kowloon: G. Angus, Franks, Henry, Bailton, Bliss, Wittell, Kerr, Chinese Athletic: Chan Sik-pui, Kwok Fung-shun, Fung Kwok-wa, Chan Sik-lok, Chun Kam-cheung, Choy Chak-lau, Tam Chi-keung.
Never in Doubt.

The second division game between the V. R. C. and Somersets, a foregone conclusion, turned out as expected, except that the home team, not being hard pressed, made numerous bad mistakes. Somersets, however, never stood a chance against their formidable opponents. The final scores were seven-nil, the throwers being Lawrence (4) and Roza Pereira (3). The men who played were:

V. R. C.—R. M. da Rocha, Foraita, Maynard, Remedios, Lawrence, L. Roza Pereira, Gosano.
Somersets.—Wallace, Meadows, Bollen, Sprouting, Lilley, Parkes, Palmer.

Night Games Arranged.
A sub-committee last night decided that after the second division round concludes on August 8, the remaining first division fixtures will start at 9 p.m. This arrangement will come into force as from August 11, on which date the abandoned second division match between the Fukien Club and the V. R. C. will take place at 9.30 p.m.

The alteration has been made to allow V. R. C. members better facilities to train for the coming championships.

How Clubs Stand.
The V. R. C. are still carrying all before them in both divisions. Kowloon's defeat by the Chinese Athletic last night makes it practically certain that the Chinese will be runners-up, the first time that Kowloon has missed that place since they took the shield in 1924.

Following are the positions up to last night's games:

First Division.					
	P.	W.	D.	L. Pts.	
V. R. C.	7	7	—	—	14
Chinese Athletic	7	5	1	1	11
Kowloon	7	3	1	3	7
Somersets	7	3	—	4	6
Navy	7	2	2	3	6
Royal Artillery	7	1	—	5	3
C. B. C.	6	—	1	5	1

Second Division.					
	P.	W.	D.	L. Pts.	
V. R. C.	7	7	—	—	14
Fukien	7	5	1	1	11
Somersets	8	4	—	4	8
University	8	3	1	4	7
Kowloon	8	3	—	5	6
Heavy Battery	9	—	—	8	—

CINEMA NOTES.

JESSEL SHOWS TALENT AS LINGUIST IN TALKIE.

Ability as linguist stood George Jessel in good stead in "Love, Live & Laugh," his first starring Fox Movietone all talking drama, which is now playing at the Queen's Theatre.

In addition to English, which he was required to speak brokenly, Jessel also has considerable dialogue in Italian and German. He also sings in English, Italian and German.

Jessel speaks German fluently, so it was no trick for him to carry on conversations in that tongue, but when the picture started about the only Italian word he knew was "bambino." Dialogue experts attached to the company, however, took him in hand and before the production was completed he could carry on a fluent conversation in the Neapolitan Language.

William K. Howard, whose previous Fox Movietone productions, "Christina" and "The Valiant" added further lustre to his record as one of Hollywood ace directors, directed "Love, Live and Laugh." Lila Lee has the leading role opposite Jessel. Others in the cast include Kenneth MacKenna, David Rollins, Henry Kolker, Marcia Manon, Henry Armetta and John Reinhart.

Romance of Rio Grande.

The Queen's Theatre offers a genuine romantic treat and we are pleased to record that this entertainment will play to-morrow till Wednesday.

It is the screen adaptation of "Conquistador," a sparkling novel of the southwest by Katherine Fullerton Gerould, ably brought to the talking screen by Fox Movietone, under the brilliant guiding hand of Director Alfred Santell. The story concerns two cousins,

one a half American (Mexican on his mother's side) and his Mexican cousin. They are jealous about a vast estate, the property of their grandfather, and particularly over Mary Duncan. This intriguing beauty, in the role of Carlotta, is too much for any man to resist.

Warner Baxter as the half caste cousin, wins the affections of a number of charmers—and, too, by the way he can sing. Antonio Moreno, playing his first "heavy" role, as Juan, is passionately fond of Carlotta and proves a brilliant foil for Baxter, who in our humble opinion is one of the outstanding actors of the stage and screen.

This story moves at a brisk pace without a pause from first to last scene. Almost at the very opening, from the attack by bandits on a construction job, to the fatal struggle at the end, one has to hold one's breath, so gripping is the action. Baxter, as Pablo, is wounded by the attacking bandits. He slumps over his horse, which dashes away, insuring his safety from capture. In his saddle bags is the very money which the bandits were after.

Chance leads the horse to be overtaken by Manuelita, a sparkling interpretation in the hands of Mona Maris. She aids him in reaching his grandfather's estate. This aged gentleman, Don Fernando, played by none other than that eminent trouper, Robert Edeson, realizes that the wounded man is the son of his daughter whom once he drove from his home because she loved an American.

Immediately, the other grandson grows jealous. He feels that his claim to the vast estate is uncertain. Also, Carlotta casts sweet glances and soft sighs in the newcomer's direction. The cousins soon quarrel. On one occasion they have a terrific battle. The newcomer wins and wounds his opponent.

This leads to even more bitter feeling between them. And when Juan discovers that Carlotta is unfaithful to him, he kills her. Then comes a terrific struggle between the cousins, Manuelita warns the newcomer. But it is not our intention to give the story entirely away. We conclude by recommending that you see it.

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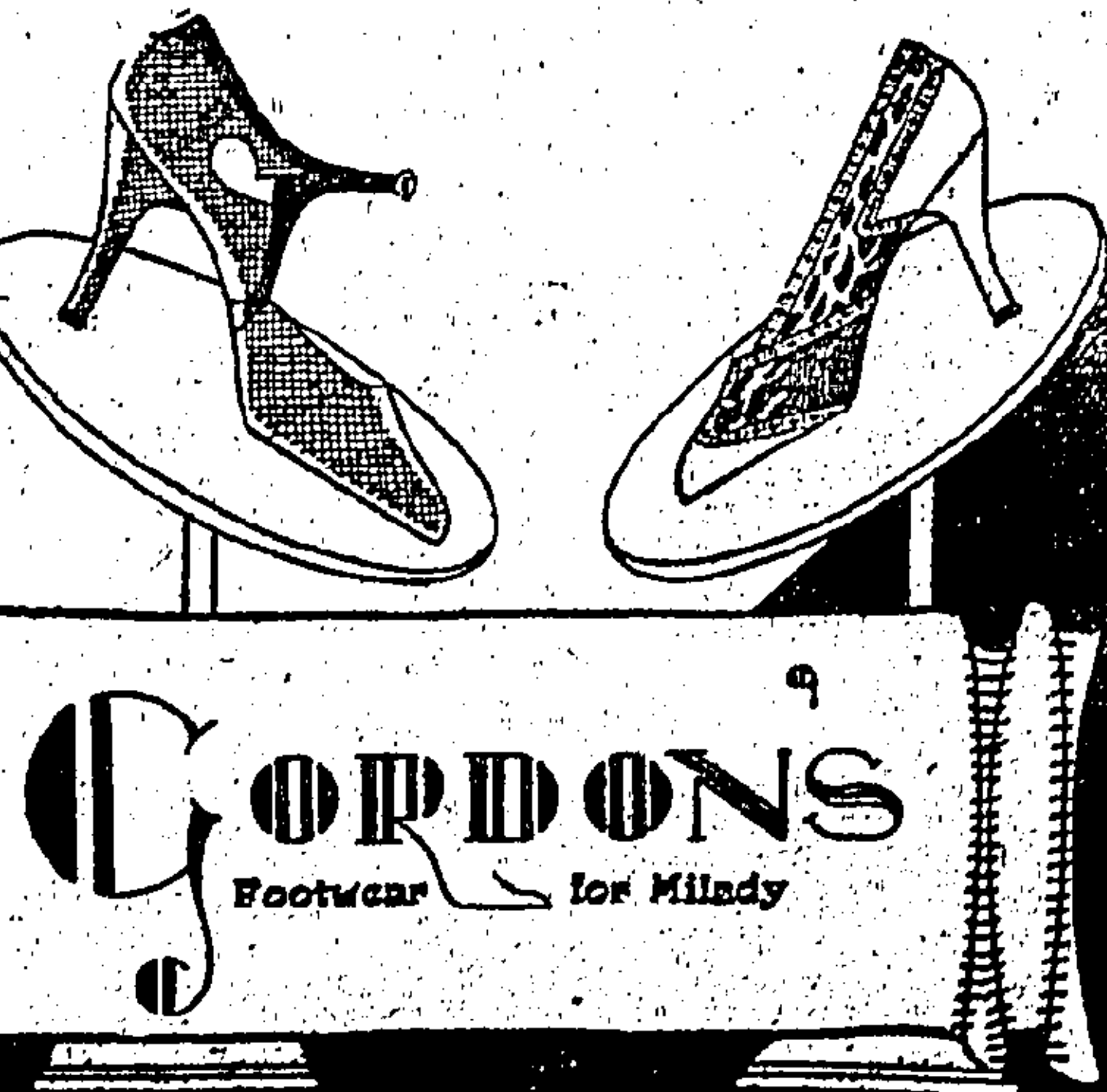
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TO SINGAPORE, PENANG & CALCUTTA	Yuenhsang Kunsang Huisang	Tues 29th July at noon. Wed 6th Aug at 3 p.m. Fri 15th Aug at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Suisang Kutsang	Sun 27th July at 9 a.m. Tues 19th Aug at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Namsang	Tues. 5th Aug at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Thurs. 31st July at noon. Thurs. 14th Aug at noon.
TO TIENTSIN via SWATOW & FOOCHEW	Cheonghsing Chipsing	Sun. 27th July at 7 a.m. Tues. 5th Aug at 7 a.m.

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ATHOS II.....	29th July.	ANGERS.....	29th July.
D'ARTAGNAN.....	12th Aug.	SPHINX.....	18th Aug.
ANGERS.....	26th Aug.	G. METZINGER.....	1st Sept.
SPHINX.....	16th Sept.	ANDRE LEBON.....	15th Sept.
G. METZINGER.....	30th Sept.	PORTHOS.....	29th Sept.
ANDRE LEBON.....	14th Oct.	CHENONOEUX.....	13th Oct.
PORTHOS.....	28th Oct.	ATHOS II.....	27th Oct.
CHENONOEUX.....	11th Nov.	D'ARTAGNAN.....	11th Nov.

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LOCAL RADIO.

ATTRACTIVE WEEK-END PROGRAMMES.

To-day's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

7.00-9.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

An Old Time Music Hall.
The Variety Singers. (G1052).
Painting The Clouds with Sunshine.
Tip Toe Through the Tulips with Me.
Layton and Johnstone Duet. (6708).
Concert Waltz in A.
Witches Dance From "Le Villi."
B. B. C. Wireless Symphony Orchestra. (9114).

A Man of My Own.
I Like to Do Things for You.
Betty Bolton (Contralto). (DB126).
The Shamrock-Irish Selection.
H. M. Grenadier Guards. (9246).
Mississippi Bubble.
Nigger Town.

Vibrante Banjo Solo by Ernest Jones. (5583).
The Thistle-Selection of Scottish Melodies.
H. M. Grenadier Guards. (9012).
Just One Hour of Love.
Believe Me.
Irene Bordoni (Comedienne). (5736).
Iolanthe-Vocal Gems.
Columbia Light Opera Company. (DX17).

Stein Song.
If I Were King.
Harold Williams and Chorus. (DB118).
Voyage in a Troopship.
H. M. Grenadier Guards. (DX8).
Madame Butterfly-Humming Song.
La Gioconda-Fosta E Pace.
La Scala Chorus of Milan. (4801).
Show of Shows-Selection.
Regal Cinema Orchestra. (DX15).
Extremity (star of love).
From the Canbrake.
Albert Sammons (Violin Solo). (5682).

Light of Foot-March.
With Sword and Lance-March.
H. M. Grenadier Guards. (DB32).
William Tell Overture, Dawn and the Storm.
H. M. Grenadier Guards. (5085).
9.00 p.m. Weather report.
9.01-9.30 p.m.
William Tell Overture, the Calm and finale.
H. M. Grenadier Guards. (5059).
Twilight on the Waters, valse lente.
The Picanninnee's Picnic.

Light of Foot-March.
With Sword and Lance-March.
H. M. Grenadier Guards. (DB32).
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H. M. Grenadier Guards. (5059).
Twilight on the Waters, valse lente.
The Picanninnee's Picnic.

J. H. Squire Celeste Octet. (DE2).
Three Dances from Henry VIII.
1. Morris Dance.
2. Shepherd's Dance
3. Torch Dance.
Bournemouth Municipal Orchestra. (5577).

Maritana Overture.
Columbia Symphony Orchestra. (50071-D).
9.30 p.m. Dance programme.
Extra. Waltz. My Flame of Love.
1. Foxtrot.
The Egg Song.
Just the Type for Me.
2. One-step.
I'll Never Ask for More.
When the World is at Rest.
3. Foxtrot.
Song of the Dawn.
It Happened in Monterey.
4. Waltz.
Eleanor.
Tendalayo.
5. Foxtrot.
Happy Days.
Kansas City Kitty.
6. One-step.
Ragamuffin Romeo.
I Like to Do Things for You.

10.30 p.m.
7. Blues.
High Society Blues.
Mediterranean Blues.
8. Foxtrot.
A Vagabond Song.
On the Sunny Side of the Street.
9. Waltz.
Another Kiss.
Because I'm Fond of You.
10. Blues.
The Lonesome Road.
How About Me.

Extras.
Putting on the Ritz.
With You.
11. Foxtrot.
After You've Gone.
Nobody's Sweetheart.
11.25 p.m.
12. Waltz.
Forever.
Goodnight.
There will be an interval of two to three minutes between dances.
11.30 p.m. Close down.

Sunday's Programme.
To-morrow's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—
10.00-11.00 a.m. Church Service relayed from St. Joseph's Church.
11.00-1.00 p.m. Chinese record programme.
1.30 p.m. Weather report.
9.00 p.m. Weather report, time and news bulletin.
9.05-10.30 p.m. European programme of Victor records selected and supplied by Messrs. Tsang Fook Piano Co.

In Springtime-Overture.
Chicago Symphony Orch. (6576).
Absent.
A Dream.
Richard Crooks (Tenor). (4000).
Molly on the Shore.
Shepherd's Boy.
Royal Opera Orchestra. Covent Garden. (4165).

Mary of Argyle.
Auld Scotch Songs.
Sir Harry Lauder (Baritone). (4002).
Souvenir De Moscow.
Cavatina.
Mischa Elman (Violin Solo). (6093).
If You're in Love, You'll Waltz.
You're Always in My Arms.
Bebe Daniels (Soprano). (22132).
Tales from the Vienna Woods-Waltz.
Blue Danube-Waltz.
Philadelphia Symphony Orchestra. (6584).

Ave Maria.
Dream of Love.
Tito Schipa (Tenor). (6543).
Marche Slave.
Philadelphia Symphony Orch. (6513).
Beautiful Ohio.
Dear Little Boy of Mine.
Elsie Baker (Contralto). (4019).
Toccata.
Fugue A La Gigue.
Reginald Goss-Custard. F.R.C.O. (Organ Solo). (4086).
Barber of Seville-Slander's Whisper.
Faust-While You Play at Sleeping.
Marcel Journet (Bass). (6558).
Messiah-He Shall Feed His Flock.
Elsie Baker (Contralto). (4026).
Messiah-Come Unto Him.
Lucy Isabelle Marsh (Soprano). (4025).

10.30 p.m. Close down.

MEXICAN QUAKE.

INHABITANTS THROWN INTO A PANIC.

New York, July 25.
A message from Mexico City states that earthquake shocks occurred last night at Pinotepa, in the state of Oaxaca, preceded by subterranean rumblings and torrential rain.
The inhabitants rushed out of their houses in a panic.
There were no casualties.
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Lucy Isabelle Marsh (Soprano). (4025).

10.30 p.m. Close down.

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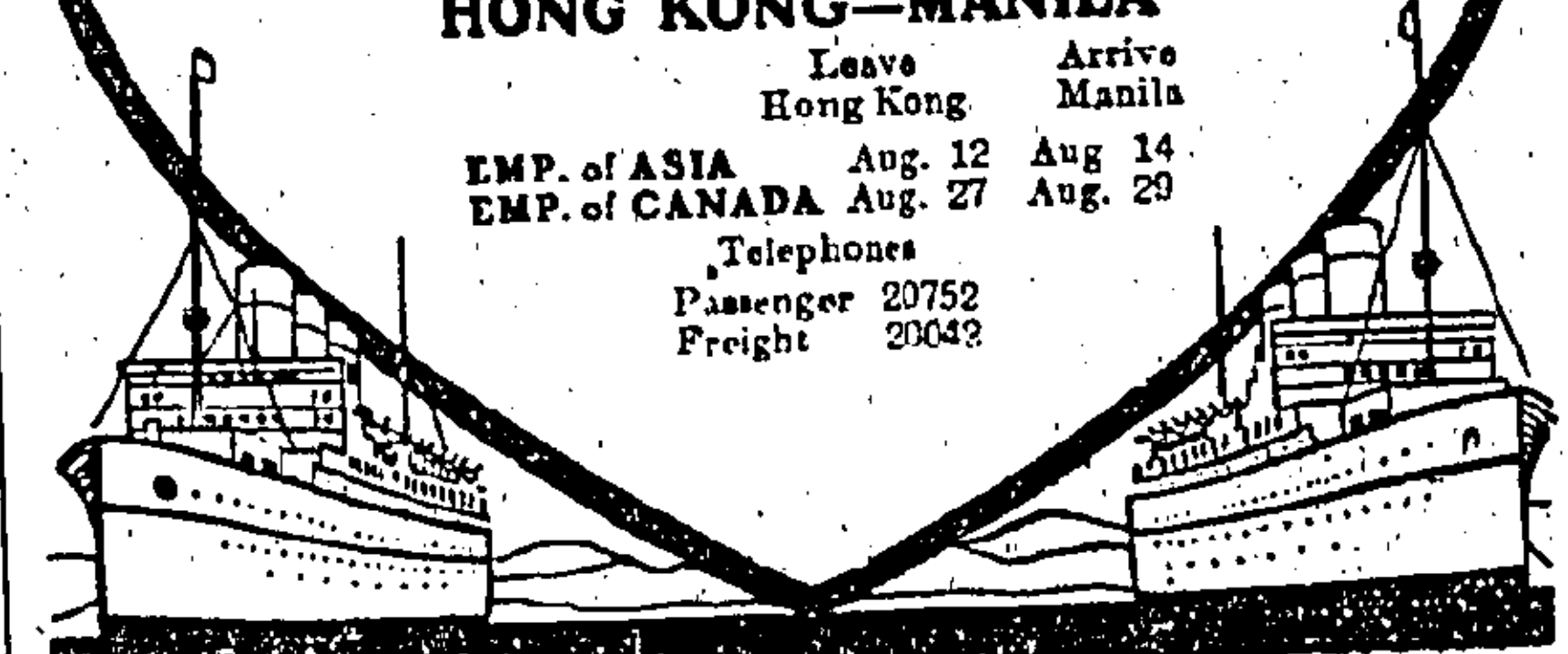
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Empress of Asia	Sept. 4	Sept. 7	Sept. 9	Sept. 11
Empress of Canada	Sept. 17	Sept. 20	Sept. 22	Sept. 24
Empress of Russia	Oct. 2	Oct. 5	Oct. 7	Oct. 9
Empress of Japan	Oct. 15	Oct. 18	Oct. 21	Oct. 23
Empress of Asia	Oct. 30	Nov. 2	Nov. 4	Nov. 6
Empress of Canada	Nov. 12	Nov. 15	Nov. 18	Nov. 20
Empress of Russia	Nov. 27	Nov. 30	Dec. 2	Dec. 4
Empress of Japan	Dec. 10	Dec. 13	Dec. 16	Dec. 18
Empress of Asia	Dec. 25	Dec. 28	Dec. 31	Jan. 1
Empress of Canada	Jan. 7	Jan. 10	Jan. 13	Jan. 15
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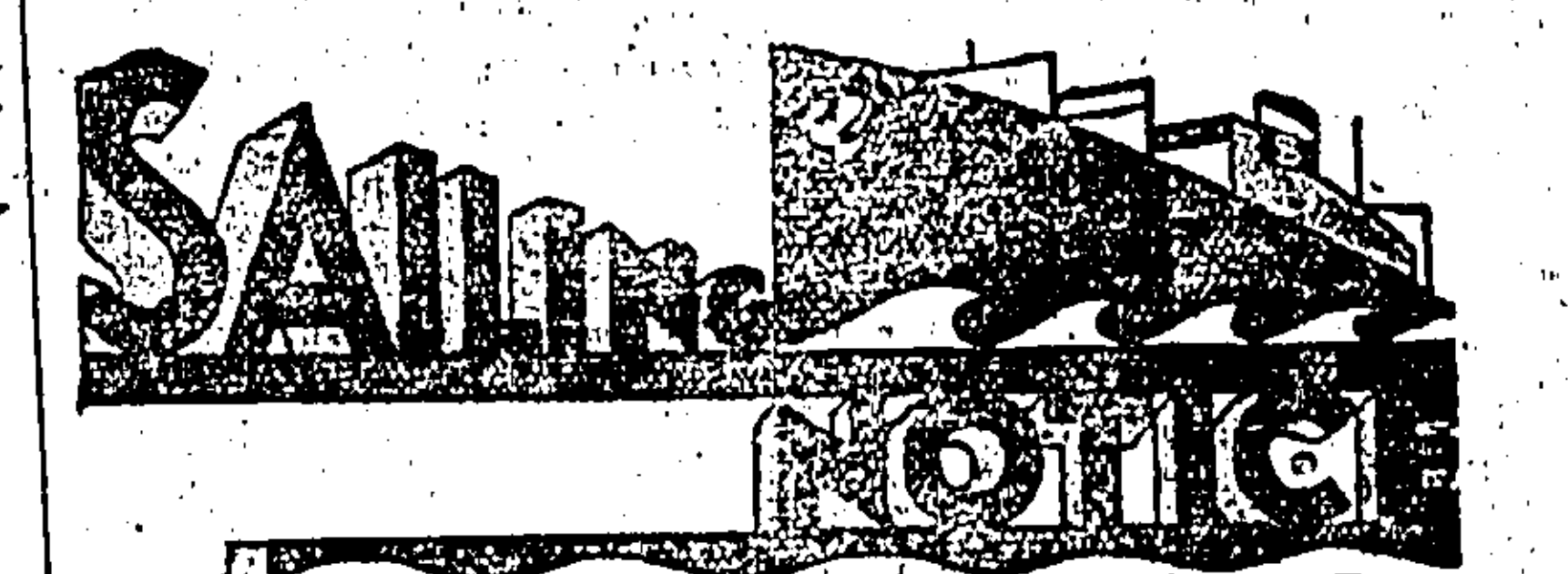
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Pres. Johnson Sun. Oct. 5, 8 a.m.

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Pres. Cleveland Aug. 26, 6 p.m.
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Shinyo Maru ... Wednesday, 13th Aug.

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Yokohama Maru ... Tuesday, 5th Aug.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakusan Maru ... Saturday, 26th July.

Haruna Maru ... Saturday, 9th Aug.

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Kitano Maru ... Tuesday, 19th Aug.

Atsuta Maru ... Tuesday, 23rd Sept.

BOMBAY via Singapore, Penang & Colombo.

Rangoon Maru ... Monday, 28th July.

Tamba Maru ... Monday, 11th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Rakuyo Maru ... Monday, 28th July.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Bingo Maru ... Wednesday, 6th Aug.

NEW YORK, BOSTON via Panama.

Atago Maru ... Saturday, 2nd Aug.

LIVERPOOL via Port Said, Constantinople,

Genoa & Marseilles.

Delagoa Maru ... Monday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Yamagata Maru ... Tuesday, 29th July.

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Atsuta Maru ... Tuesday, 29th July.

Malacca Maru ... Monday, 4th Aug.

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THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 30/30. Hongkong Volunteer Defence Corps Orders, by Major H. B. L. Dowbiggin, Commanding Hongkong Volunteer Defence Corps:—

Hongkong, July 25.

Parades.

(a) Corps Band. Until further orders the Corps Band will parade twice a week at Headquarters, namely on Mondays and Thursdays at 6 p.m. (repeated).

(b) Battery. There will be a lecture on Thursday, July 31st, at 5.30 p.m. at Headquarters by Major C. T. Baynam, D.S.O., R.A.

(c) Engineer Company. The R.E. rifle meeting, which was postponed on the 20th., will take place on Sunday, 27th. July. All members of the Engineer Company have been informed individually to the effect that members are reminded that a miniature range shoot takes place every Monday at 5.30 p.m.

(d) Corps Signals. The Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, 31st. July.

(e) Machine Gun Troop. Parade on Thursday, 31st. July at 5.30 p.m. at Causeway Bay Stables.

(f) Armoured Car Company. Car Section. The following will parade at Kowloon Railway Station at 5.30 p.m. on Friday, 1st. August for driving instruction on No. 2 Armoured Car.

Sergt. E. D. Labrousse

L/Cpl. J. S. Flegg

Pte. E. J. Spradbury

Pte. A. G. Clarke.

All other ranks will parade at Headquarters at 5.15 p.m. for instruction on No. 1 Car under Cpl. A. Nissim.

Motor Cycle Section. Parade at Headquarters 5.30 p.m. Friday, 1st. August for instructional ride and dismounted action on route (weather permitting). Should weather condition be adverse, machine gun instruction will be held.

(g) Machine Gun Company. N. C. O's Classes will be held on Tuesday, 29th. July (lecture) and Friday, 1st. August at Headquarters at 5.30 p.m. Dress—Multi.

Rifle Club. The next instruction shoot will be held at the Peak Range on Sunday, August 10th, at 9.30 a.m. Range Officer—2/Lieut. E. G. Stewart.

Parade Attendances.

O's C. Companies etc. are reminded that the completion of the Corps Parade Attendance Roll is through the rendition of their returns, their own responsibility.

They are requested, to check, as soon as possible, their Company, etc. Attendance Registers, with the Corps Register, to ensure that all attendance have been recorded. This can be done at any time on application to the Registration Clerk, in the absence of the Adjutant and the Corps Sergeant-Major.

Leave.

No. 458 Sergt.-Major R. H. G. Charles, Machine Gun Troop. from 20.7.30 to 31.8.30.

No. 1542 Pte. Stephen Balfour, Machine Gun Troop from 19.7.30 to 19.9.30.

Struck Off.

Having completed 3 years' service. No. 635 Pte. J. Waid, Scottish Company, as from 15.7.30.

Firing Point Registers.

The use of the old Register of scores made on Miniature Range will be discontinued forthwith; in future a supply of proper Firing Point Registers will be kept in the Miniature Range, and will be used whenever firing takes place, and forwarded to the Adjutant on completion of the

NEW APARTMENTS AT CAUSEWAY BAY.

A RESIDENTIAL DISTRICT BEING DEVELOPED.

There has been a marked change in the Causeway Bay district, where the hillside is gradually undergoing development as a number of sites are being prepared for residential flats.

The district is greatly favoured by investment concerns in view of the crowded state of the Happy Valley district and of the desirability of the Causeway Bay locality serving as an outlet for this congestion.

The latest scheme, by the Sincere Company, has to do with the construction of two extensive blocks of flats along the sloping road leading to the "Dragon" terraces. These houses, which will have four flats each, are of reinforced concrete throughout, and have been designed to meet the needs of families of moderate means. Most of the apartments will have three rooms each, in addition to a de luxe bathroom, complete with such modern conveniences as slipper bath, washstand and water-closet. They constitute a new type of modern apartments rapidly coming into popularity.

Construction is well in hand, and it is expected that the buildings will be ready for occupation by the beginning of September.

Messrs. Hall and Hall, of Kowloon Buildings, are the architects.

Practices. (repeated).

Equipment Register.

All Members who have not yet signed the new Equipment Register in the Corps Stores will please do so as soon as possible. (repeated). (Sgd.) W. H. G. Gater, Captain, Adjutant, H. K. V. D. C.

NOTICES.

Promenade Concert Committee. The undermentioned Committee will meet at Headquarters on Tuesday, 29th. July at 6.30 p.m. sharp.

Captain E. J. R. Mitchell (Chairman), Captain A. M. Thornhill (Bar Convenor), Captain R. R. Davies (Musical Programme), 2/Lieut. E. G. Stewart (Publicity), 2/Lieut. D. L. Strellett (Band President), R. S. M. H. Westlake, D. C. M. (Ground & Lighting).

Sergeants' Mess Committee Meeting.—There will be a meeting of the above committee at Headquarters on Thursday, 31st. July at 6 p.m.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship. "DENVENUE".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1930 will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th August, 1930 or they will be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1930 at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 25, July, 1930.

OCEAN STEAMSHIP CO., LTD.

And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

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"SARPEDON".

From UNITED KINGDOM via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 25th July. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1930.



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JEYPORE	5,318	26 July. 4 p.m.	M's, L'don, Hull, H'bg, Rotterdam & Antwerp
*KALYAN	9,144	2nd Aug.	M's, L'don, Hull, B'ham & A'werp
RAJPUTANA	15,568	16th Aug.	Bombay, M's & L'don
*KIDDERPORE	5,334	19th Aug.	Straits, Colombo, B'bay & Karachi
*KASHMIR	8,985	30th Aug.	M's, L'don, Hull, R'dm & A'werp
MANTUA	10,946	13th Sept.	Marseilles, L'don & B'bay

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TILAWA	10,006	16th Aug.	S'pore, Penang & Calcutta
TALAMBA	8,018	23rd Aug.	S'pore, Penang & Calcutta
TALMA	10,000	11th Sept.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

*NELLORE	6,853	1 Aug. 4 p.m.	Manila, Thurs, Island, Townsville, B'bane
TANDA	6,956	5th Sept.	Sydney and Melbourne
ST. ALBANS	4,500	3rd Oct.	Sydney and Melbourne

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SAILINGS TO SHANGHAI & JAPAN

KASHMIR	8,985	1st Aug.	S'hai, Moji, Kobe & Yokohama
TALAMBA	10,000	2nd Aug.	Amoy, Moji, Kobe & Osaka
BORDA	—	3rd Aug.	Shanghai & Kobe
TALMA	10,000	10th Aug.	Amoy, Moji, Kobe & Yokohama
MANTUA	10,946	15th Aug.	S'hai, Moji, Kobe & Yokohama

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All dates are approximate and subject to alteration without notice.

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Steamship "CARNARVONSHIRE" ... 29th Aug.

Motor Vessel "GLENBEG" ... 12th Sept.

Motor Vessel "GLENLUCE" ... 29th Sept.

Steamship "PEMBROKESHIRE" ... 10th Oct.

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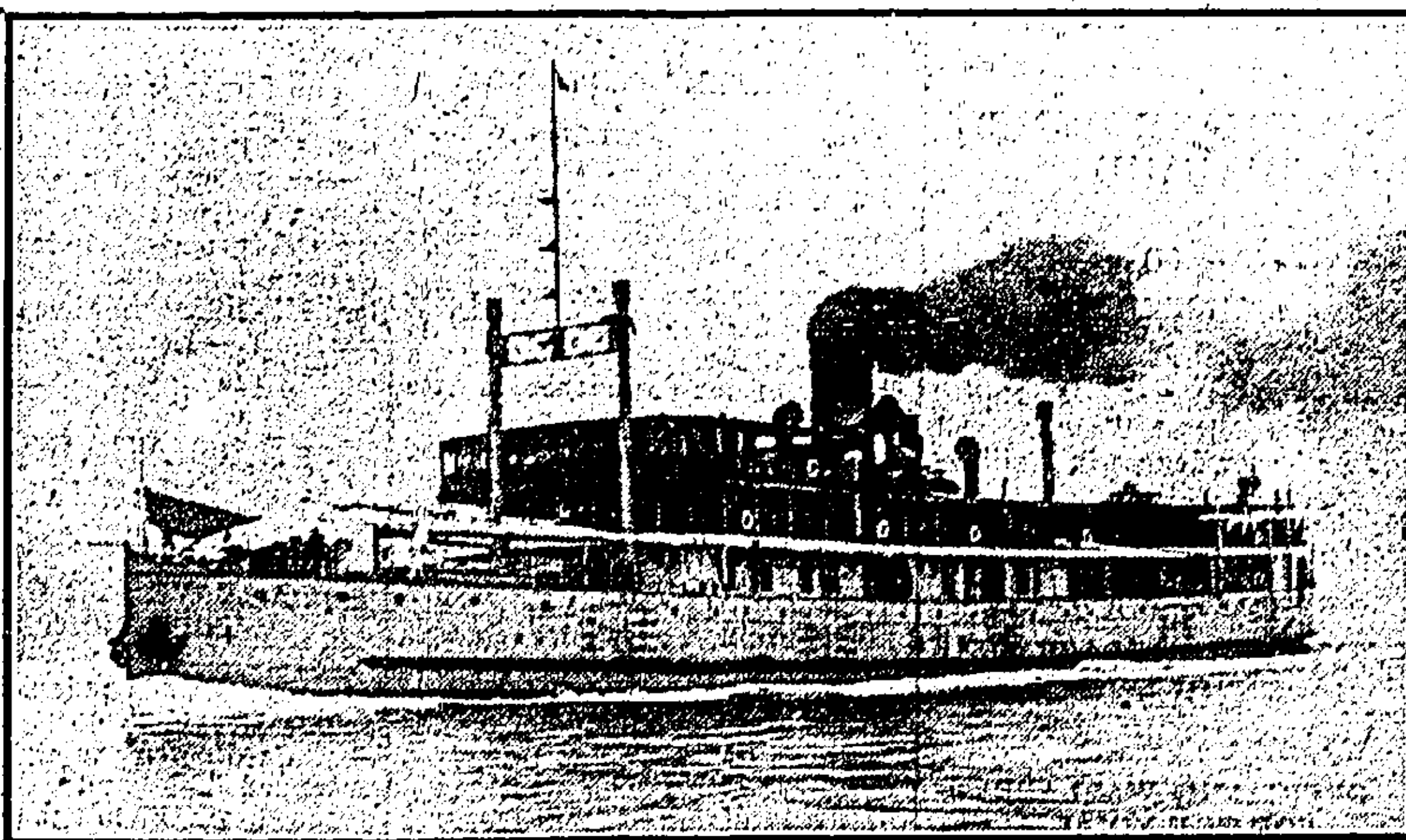
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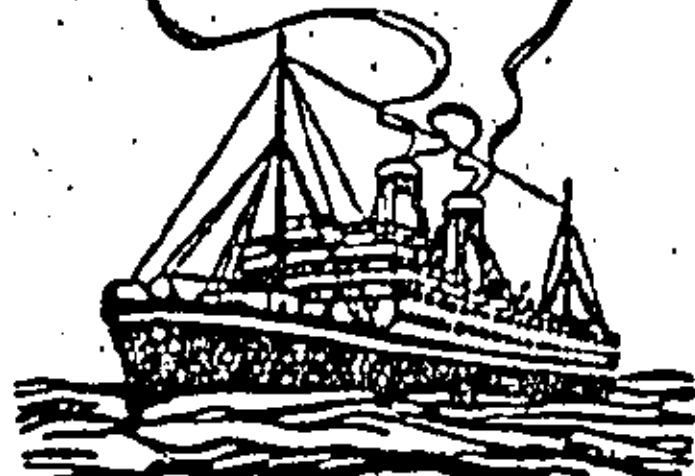
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DERBYSHIRE BEAT SURREY.

(Continued from Page 1.)

batted first and made 147. Freeman taking six for 80. The game ended with Kent's score at 207 for nine. White having taken seven for 81.

Lancashire v. Essex.

Lancashire declared their first innings at 261 for eight and attempted to force the issue after Essex had been dismissed for 139. Hopwood was in fine form and took five Essex wickets for 13 runs. Going in again Lancashire contained themselves with making 68 for one wicket and then declaring again. The bold policy failed, however, Essex making 68 for the loss of no wickets before play ended.

Middlesex v. Warwick.

Hulme carried his bat for 117 for Middlesex when the team was dismissed for 338. Paine taking 5 for 98. Warwick only made 179 and they had to follow on, making 37 for the loss of two wickets in the second innings.

Leicester v. Glamorgan.

There was no play at all at Leicester on Wednesday and Thursday. To-day Glamorgan went in to bat and made 137. Astill taking four for 34. Leicester made 137 for six wickets before play came to an end.—*Reuter.*

To-day's Matches.

The following matches are starting to-day:

Surrey v. Kent at the Oval.
Essex v. Derbyshire at Leyton.
Leicester v. Gloucester at Ashby-de-la-Zouch.
Notts. v. Middlesex at Nottingham.

Yorkshire v. Warwick at Sheffield.

Hampshire v. Lancashire at Bournemouth.

Somerset v. Sussex at Bath.

Glamorgan v. Worcester at Cardiff.

MORE SEDITION IN INDO-CHINA.

A NEW SECRET SOCIETY DISCOVERED.

A new organisation which has arisen from the ashes of the old, aiming at the overthrow of the Government by such violent methods as characterised the last attempt, has been discovered by the agents of the administration of Indo-China.

The *Courrier Saigonais*, a French journal, last week gave prominence to the fresh disclosure of revolutionary activities, stating, *inter alia*:—"We have already announced that the *Surete Service* recently discovered the existence in the province of Bac-Giang, (Tonkin) of a new secret association. It comprises for the most part members of the former Nationalist Party, now dissolved in consequence of the condemnation and execution of the principal chiefs."

"Members of the new group have been arrested at Bac-Giang, where they had reunited to foment fresh troubles. Eleven arrests were effected, of whom seven have been sent to Hanoi and put at the disposition of the Political Tribunal."

RUBBER RESTRICTION SCHEME.

PROPOSALS RECEIVE WIDE SUPPORT.

London, July 25.
The recommendation of the Anglo-Dutch Liaison Committee have been adopted by the Council of the Rubber Growers Association and the majority of the representatives of the Dutch and other Continental producers.—*Reuter.*

EARTHQUAKE IN NEW ZEALAND.

NO DAMAGE CAUSED BY SHOCK.

Wellington, July 25.
A sharp earthquake, lasting a minute, was felt at Westport and also in a lesser degree in Wellington.
No damage was, however, done.—*Reuter.*

SCOTTISH AMATEUR GOLF.

GREIG AND WALLACE FOR THE FINAL.

London, July 25.
At Carnoustie, in the semi-finals of the Scottish Amateur Golf Championship, over eighteen holes, K. Greig (St. Andrews) beat J. Hossie (Caledonia) by 2 and 1; whilst J. Wallace (Troon) beat J. McCordie (Hilton Park) by 5 and 4.—*Reuter.*

CURIOUS ACTIONS OF SALTS.

WELL-KNOWN FRENCH SPA WATERS ANALYSED.

Recent experiments carried out by Professor Willaret and his pupils show that the waters of Chatel-Guyon a French spa situated in Auvergne considerably increase the vitality of the contractile fibres of the heart and the intestines, and may even maintain it for some time after those viscera have been removed from the organism.

A segment of a rabbit's intestine, if immersed in this life-giving fluid, remains sensitive to an electrical current for more than forty-eight hours. If its contractility be paralysed by an appropriate drug, or again, if the organ be contracted by a spasm-producing substance, its normal contractility may be restored to it by immersing it in Chatel-Guyon water, which is thus seen both to revivify intestines lacking in tone and to relieve those suffering from spasmodic contraction.

These noteworthy properties of the Chatel-Guyon waters are due, more particularly, to their rich contents in chloride of magnesium, though that salt is not to be found in them in a state of mere dissolution. It has been shown, indeed, that the constituent elements of the chemical compounds mineralising natural waters are constantly being combined anew. And this "nascent" condition of a salt is attended by active properties such as no artificial preparation will ever reproduce.

It is quite recently that Professor Delbet called attention to the action of the salts of magnesium, which he claims the human organism cannot do without, whereas our all too artificial modern diet has deprived it completely of those elements.

In the opinion of that scientist, magnesium chloride stimulates the vital energy of all our organs, practically rejuvenating the whole system, not only by stimulating the functions of the cells, but by actually setting them to rights when they are impaired.

TEST MATCH SCORE.

(Continued from Page 1.)

A Stand Made.

With Kippax batting nicely and with Fairfax at the other end now the rot stopped for a while and the next wicket did not fall until the score had been taken to 239. Kippax was the sixth man out. He was caught by Chapman off Nichol's bowling. He cocked up a high kicker to backward point and the captain made no mistake.

He had played a courageous innings but he had as many lives as a cat. Oldfield was also sent back before play ended, for the day, being clean bowled by a snorter from Nichol.

Grimmett and Fairfax maintained a skillful defence until play ended for the day, and had no difficulty in playing out time. Peebles took two of the Australian wickets for 115, his length and break deteriorating. Hammond took two for 18. Nichol, who took two for 20, was unlucky but he maintained a beautiful length. In the earlier part of the day Peebles had turned admirably and seemed to give Woodfull a great deal of trouble.—*Reuter.*

A British Wireless message states that the weather was dull, the wicket slow and easy and the outfield very moist. Woodfull and Ponsford, playing very cautiously, withstood for two and a half hours the attack of the English bowlers who were constantly changed.

TROUBLE BREWING IN EGYPT.

A BIG NON-CO-OPERATION MOVEMENT TO START.

Cairo, July 25.
Following King Fuad's virtual refusal to convene a special session of Parliament, the Wafdists held a "parliament" in the Saadist Club under the presidency of Abdel Fahmy, Vice-President of the Chamber. It adopted a motion of non-confidence in the Government.

At the conclusion of the meeting, Nahas Pasha declared that a non-co-operation movement, with non-payment of taxes, would start immediately.—*Reuter.*

The following Police changes have been approved: Inspector Lane, from Home leave, to Officer in Charge at Hunghom Police Station; Inspector Shaftain, from Arms Licensing Office to Central Police Station; Sub-Inspector Ellis, from Shaikwan Police Station, to Arms Licensing Office; Sub-Inspector Stimson, from O.C. Hunghom Police Station, to Shaikwan Police Station; Lance-Sergeant Madwick, from Lok Ma Chau Police Station, to Water Police Station; Lance-Sergeant Brittain, from Central Magistracy, to Lok Ma Chau Police Station.

ITALIAN QUAKE CASUALTIES.

(Continued from Page 1.)

ly they are guarding other ruined towns in the stricken region such as Aquilona, Lacedonia and Ariano.—*Reuter.*

Further Casualty Lists.

Avellino, July 25.
It is now reported that 2,573 people were killed and 1,815 injured in the earthquake in the province of Avellino alone.—*Reuter.*

American Sympathy.

New York, July 25.
The Italian Embassy has been flooded by telegrams of sympathy from all over the United States offering help for the victims of the earthquake. The Ambassador has been instructed to decline all offers with thanks, as his Government is meeting the situation adequately.—*Reuter's American Service.*

Much Damage Done.

Travisio, July 25.
Twenty-seven persons were killed and hundreds injured, while a number of buildings were wrecked, in the cyclone mentioned earlier.

Villages in the neighbourhood were severely damaged. Relief work is most difficult owing to the interruption of communications.—*Reuter.*

Alleged Exaggeration.

We have received the following communique from the Consulate General for Italy in Hongkong:

"On the ground of official communications received from his Government, the Royal Italian Consul General in Hongkong states that the news appearing in foreign newspapers, about the death toll and the extent of damage provoked by the recent earthquake in Southern Italy, is almost all exaggerated; and that the Royal Italian Government has taken under its care all the necessary relief works."

FINANCE BILL VOTE IN COMMONS.

COMFORTABLE MAJORITY FOR GOVERNMENT.

London, July 25.
The House of Commons to-day passed the third reading of the Finance Bill by 225 votes to 185. Last month there was considerable wrangling in the House of Commons over two clauses of the Bill when the Opposition strenuously opposed a clause substituting for an old statutory minute, a statutory provision under which the representatives and foreign employees of foreign Governments would be exempted from income-tax, but the concession does not apply to British employees.

The clause was eventually adopted and the Bill made ready for the further consideration which took place to-day.—*Reuter.*

WEAPONS BANNED IN GERMANY.

PENALTY FOR ARMS TAKEN TO MEETINGS.

Berlin, July 25.
A decree has been issued prohibiting, under penalty of a year's imprisonment, the possession of "cut and thrust" weapons without a permit, while persons attending political meetings with such weapons are liable to a minimum sentence of three months' imprisonment.

The decree is in connexion with the general election campaign which is now proceeding on exceedingly bitter lines, clashes between the partisans of the Extremist groups, particularly the Communists and National Socialists, being of almost daily occurrence.—*Reuter.*

R.100 AGAIN ON FLIGHT.

TO LEAVE FOR CANADA VERY SHORTLY.

London, July 25.
The airship R.100 left her base at Cardington to-night on an extended flight and will probably proceed, via Birmingham, Derby and the Bristol Channel, to the English Channel. It is expected that she will fly over London tomorrow evening before returning to Cardington. Weather maps are to be transmitted to the airship during the night from Cardington. The airship's next flight will probably be to Canada, in a few days' time.—*British Wireless.*

GEORGE JESSEL



FOX NEWSREEL

THE LATEST EVENTS OF
THE DAY IN SOUND

MUSICAL

GEORGE
LYONS

AT THE **QUEEN'S** Final Showings To-day
At 2.30, 5.10, 7.15 & 9.20

THE WIDEST RANGE OF PICTURES
IN THE EAST ARE SHOWN AT
THE QUEEN'S THEATRE.

FOUR SONS



with MARGARET MANN, EARLE FOX,
JAMES HALL, JUNE COLLYER.

AT THE **WORLD** FINAL SHOWINGS TO-DAY
At 2.50 & 7.15 Interceptor
At 5.15 & 9.20 Orchestra

D.W. GRIFFITH'S "Lady of the Pavements"

with
WILLIAM BOYD
JETTA GOUDAL
LUPE VELEZ

GEORGE
FAWCETT
and
ALBERT
CONTI



AT THE **STAR** Final Showings To-Day
At 2.30, 5.30 & 9.20